



Australian Model Railway Association

# JOURNAL

JANUARY - FEBRUARY 1986

VOLUME 35

Registered by Australia Post.  
Publication No. VBH 1367.

NUMBER 170

AT ISSN 0045-0715





- OPEN  
9 AM - 6 PM Monday, Tuesday
- 9 AM - 9 PM Wednesday-Friday
- 9 AM - 12 Noon Saturday
- LAY-BYS, TRADE-INS ACCEPTED



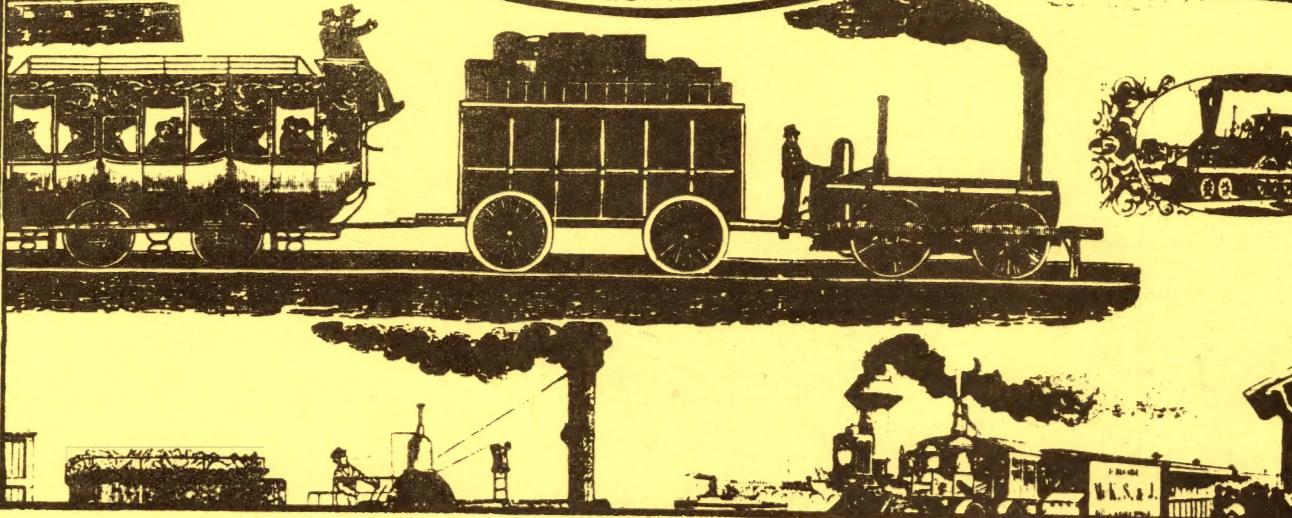
Telephone 890 7027

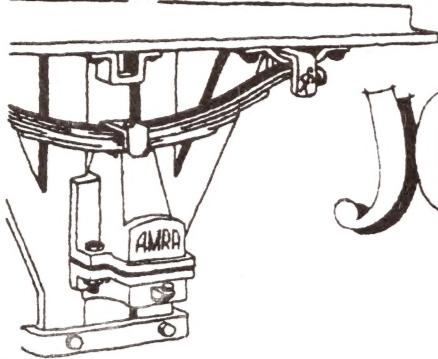
# THE ENGINE SHED

\$5<sup>20</sup>

5 CARRINGTON ROAD  
BOX HILL 3128

MODEL RAILWAY EQUIPMENT FOR ALL AGES





# Editorial JOURNAL BOX

Welcome to the New Year. Here is your first Journal for 1986, which includes the Index for 1985. Not a very large index this time, as, apart from the regular features such as Federal Scene, Branch Notes and Pop Valve, there have not been all that many articles or plans like we had two or three years ago. As one of our members tells me, it is probably symptomatic of the content of Pop Valve having a detrimental effect on the quantity of articles.

If nothing else, Journal is now more of a 'House Magazine' for the Eastern States. Unfortunately the only news that comes from the West is their house magazine - The Branchline - which, for the time, I will have to continue to excerpt for the benefit of us over here in the East. I hope that they will continue to send me a copy, as it does make interesting reading, and has some very good regular features.

Deadlines remain the same - the 15th of the month prior to publication dates for regular features, any time for other items, which will be published as soon as space becomes available, usually the next issue.

Hopefully, I might get a few more models made this year, thus reducing that heap of kits, etc, out in the back room. We will see what happens after I have had a little time to recharge the batteries at the Scout Jamboree in January.

Rex Little  
Editor

## On The Cover

Double 44s on an interstate container freight. This is a scene on the NSW Branch's 'Hawkesbury' layout taken at the 1985 Sydney Exhibition.

Photo by Jack Parker

## NOTICE

This publication accepts no responsibility for the accuracy or reliability of articles or advertising published herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed or implied by contributors.

Neither is any guarantee implied or expressed as to the good conduct or practice of advertisers herein. This publication reserves, at all times, the right to refuse acceptance of any matter considered unsuitable for publication.

	Page
From the President	2
From the Managing Editor	2
From the Registrar	2
So You Want to Build a Layout	3
1985 Federal Modelling Competition	4
More Matchbox Models	7
Queensland Prototype Railway Modelling	8
PB15 - Maid of all Work	8
Have You Read?	10
Track Sawing Jig	11
Hints and Tips	11
NSW Rolling Stock	12
What's New in NSW	12
Pop Valve	12
State News - Queensland	15
New South Wales	16
Victoria	20
Western Australia	22
Membership List	27
*****	
Managing Editor	Roger Lloyd 6 Keirs Court, Rosanna East 3034
Editor	Rex Little PO Box 46, Nunawading 3131
Advertising Manager	Mrs Elizabeth Secker 2 Hilltop Avenue, Glen Iris 3146
Sub-Editors:	
Queensland	Steve Malone 3/117 Flower Street, Nundah 4012
New South Wales	Philip Morgan 39 Renway Avenue, Lugarno 2210
Victoria	Ron Thomas 3 Sturdee Road, Black Rock 3193
Western Australia	Ted Thoday Alan Porter PO Box 60, Maylands 6051
Layout	Roger Lloyd
Typing	Helen McMullen
Printing	AMRA Victorian Branch 92 Wills Street, Glen Iris 3146
Federal Secretary	Phil Kelly 20 Lee Street, Condell Park 2200
Federal Registrar	Norm Read 3 Augusta Street, Strathfield 2135
Federal Treasurer	Ken Edwards 8 Easton Road, Berowra Heights 2082
*****	

# THE FEDERAL SCENE

## FROM THE PRESIDENT

### PRESIDENT'S ANNUAL REPORT

It is with cautious optimism that this report is presented to members. The problems which have arisen appear to have been overcome, and hopefully we can look forward to better times ahead.

As reported by the Federal Registrar, membership renewals for this year are very encouraging and the number of new members to join since 1 September are helping to strengthen the Association as a whole.

Despite rising costs caused by the dollar devaluation, it is pleasing to see that interest is not waning in our chosen hobby.

In a letter to another publication, a member castigated the Federal COM for imposing what was claimed to be 'censorship' of letters, etc, offered for publication in Journal. So that this matter can be finalised, the COM acted on complaints from a large majority of members in ALL states. Despite taking this action, we regrettably have received resignations from members who did not feel they should renew their membership through this unpleasant episode. Therefore, Journal will only contain articles, comments and letters relating to the hobby in general in future issues.

A proposal has been received that Journal be typeset to improve the quality of reproduction, but until a full cost investigation has been carried out, this matter will have to stay in abeyance.

As reported in the balance sheets, our funds are reasonably healthy and to maintain this position, all expenditure has to be closely watched. Not having a crystal ball, the COM do not know when costs of servicing members may or could take a dramatic rise, and members can be assured that the membership fee will not increase unless costs force this unpleasant decision.

Due to the efforts of Vicprint, Journal is back on time and their efforts are greatly appreciated. Also pleasing are the number of articles being offered for publication which is very heartening to all concerned. To one and all, keep up the good work.

From reports received, the Exhibitions conducted by the State Branches were all well received by the public which is another way of encouraging interest in the hobby, and at the same time helping finances.

Data sheets are now being produced and forwarded with Journal, and, as they progress, it is hoped members will find them of use. If any member feels he can offer any information for inclusion, please do not hesitate. After all, you are helping your fellow members.

Regrettably, due to the prolonged mail strike, the Federal COM incurred extra expense in servicing new members and acknowledging membership renewals.

Beginner's Guide and Guide to Model Railways have now been revised and incorporated in one publication entitled 'Guide for Beginners in Model Railways'. A copy has been sent to all new members and is available to State branches for resale. Vicprint deserve high commendation for the professional way this Guide has been produced.

Would like to take this opportunity to express the hope that the plea for assistance by our Managing Editor, Roger Lloyd, in preparation of Journal is answered. If this is not forthcoming, then our costs will rise considerably as this phase of Journal will have to be done commercially.

Summing up, may I express the hope that from here on this Association can look forward to renewed interest and that we can concentrate on matters for which this Association was originally intended, namely, the hobby of model railways. If any person or persons disagree, there is no compulsion for them to maintain their membership.

In conclusion, would like to thank the members of the Federal COM for their efforts in their allotted tasks and the loyalty they have given to me, which has made my task that much easier.

Keith J Wilcox  
FEDERAL PRESIDENT

## \*\*\*\*\* FROM THE MANAGING EDITOR

I seem to sense a feeling of apathy starting to reappear in the Association as far as Journal is concerned. Do we really need controversial correspondence to stir the members into writing?

My own theory is that the members living in Sydney, Melbourne, Brisbane and Perth do not really appreciate the value they can get from the Association in return for their princely \$10. If we had to pay \$75 per annum that members in one club here in Melbourne pay, I'm sure they would do more to get value for their money. Here I am not just talking about Journal, but all other Association acitivities. It always seems to be the same familiar faces doing all the work.

I am still open for offers to take over the layout and paste-up Journal from the end of this year. I can't see any real objection to this being done by a member or members from another State, but, of course, the Federal COM would need to approve the arrangements.

In conclusion, I would like to thank all those who contributed to Journal last year, both for articles and particularly the team from Victorian Branch who assist with the collating, enveloping and mailing. Happy modelling in '86!

Roger Lloyd

## \*\*\*\*\* FROM THE REGISTRAR

PLEASE READ THESE, THEY ARE IMPORTANT TO CLEAR AWAY A MISCONCEPTION.

NO ONE IS A MEMBER OF THIS ASSOCIATION UNTIL THEIR APPLICATION FORM AND CORRECT MONEY HAS BEEN RECEIVED AND PROCESSED BY THE FEDERAL REGISTRAR.

The receipt recieived on paying money to a branch is just that, a receipt for monies received, pending receival of the official receipt, which is the Membership Card.

Since taking over the position of Registrar, I have made a point in all acknowledgements of stating when the forms and money have been received by me, this also includes subscription renewals and the date when Membership Cards or Initial Literature have been sent to members; some will have noticed quite a time lapse before I have received the application or renewal form.

It must be stated once again, that a person joins the Australian Model Railway Association firstly, then if there is a Branch in the State in which they reside, they become a member of that Branch.

The degree of participation in Branch activities is a matter of personal choice.

In connection with all this is the reason we ask members time and time again to advise the Federal Registrar of any change of address or

membership classification. The Registrar is responsible for having the addresses for posting of Journal correct.

There is no joy in receiving a list from the Editor of Journal stating 'returned wrong address', and in due course hearing from a third person of so and so's new abode.

Just a bit of thought on these matters would help. The Registrar, who ever may hold that position, would like some time for modelling.

Norm Read

\*\*\*\*\*

#### REGISTRAR'S REPORT

The following includes all mail 8/11/85, allowing for mail strike.

Figures in parenthesis indicate comparable figures for 1/11/84.

	<u>SENIOR</u>	<u>STUDENT</u>	<u>FAMILY</u>	<u>TOTALS</u>
<u>NSW AND ACT</u>				
Renew	177	0	23	
New	26 (12)	2 (0)	9 (6)	237 (195)

#####

## SO YOU WANT TO BUILD A LAYOUT ?

#### OR HOW TO START

by Jim Jarrett

Reprinted from BRMNA Journal : February 1985

I'll try and take the reader through the various stages of translating a dream into reality with a minimum of set backs and problems.

Several major factors should be considered:

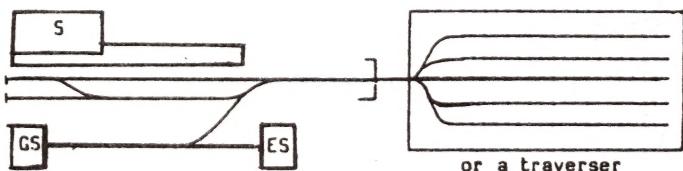
- 1 How much space do you think is available.
- 2 How to prove that this is the best possible use for that area of the household.
- 3 How to convince your better-half and/or children that this will be of benefit to them - as well as you.

As you can see, planning the campaign is essential.

You have your eye on an area in the house and it is much easier if you can show how this space can be best, used and incidentally allow you to have a layout. This will mean that you must have scaled out floor plan of the area you want, including cupboards, shelves, etc. This is most essential to the success of your campaign. I use a scale of 1" to the foot. It may seem large, but it serves to give one a better perspective of the area under consideration.

The next step is to decide what kind of railway you plan to have and operate - point to point, around the world with or without one or more through stations, with or without a branch line or lines, single or multi level or a branch terminal and fiddle yard?

Remember, the main function of a railway is to move people and things from place to place. Therefore, your railway should create this impression (i.e. a railway along the wall with a small terminal at one end and a fiddle yard at the other).



In this way you can have several trains servicing your town terminal.

#### VICTORIA

Renew	168	4	18	
New	8 (9)	9 (1)	2 (0)	200 (165)

#### QUEENSLAND

Renew	63	3	9	
New	6 (3)	1 (0)	0 (5)	82 (72)

#### WESTERN AUSTRALIA

Renew	91	0	8	
New	16 (7)	1 (0)	2 (0)	118 (82)

#### SOUTH AUSTRALIA AND NT

Renew	4	0	0	4 (5)
-------	---	---	---	-------

#### TASMANIA

Renew	0	1	0	1 (0)
-------	---	---	---	-------

#### OVERSEAS

Renew	9	0	0	
New	1	0	0	10 (8)
	<hr/>	<hr/>	<hr/>	<hr/>
	569	12	71	652 (526)

#####

One way to disguise an oval of track is to have two terminals, so that a train may leave one, circle the track one or more times and arrive at the other.

From this you can add any degree of sophistication.

The next stage is draw out your proposed layout on graph paper in order to get the 'feel of it'. At this stage you'll start to make your first changes. After all, the railway cannot go through the water heater or the oven!!

In your planning, allow for twice as many sidings as you had in mind. These have a habit of running out before the number of wagons and/or coaches. To allow for extra sidings you should consider hidden sidings or even two levels of track.

Having designed a layout on 'the flat', you must now see if it is still suitable in '3D', so to speak.

For this stage in my layout development, I use a plywood sheet marked out in 1" squares - representing one foot squares.

Next, determine the height of your layout. If you have a multi level plan, this can be a critical factor, especially if you have to avoid the other useless things which may be 'cluttering' up your train area; for example, the furnace, TV, stove, etc!

For a start, I'll cut templates, using cardboard -

- 1 to represent single and double tracks in straight and curved lengths. The curved ones are cut to 24/26, 27/29, 30/32 up to 48/50" radii.
- 2 To represent the height of the track. This will help to ensure adequate track clearance on bridges and places where tracks are on different levels.

Templates are cut out for 'station areas'. These areas have been drawn out as to sidings station and other buildings.

The advantages of planning this way is that it will save time and frustration at the later stages. It is a case of bother 'makes haste slowly' and 'better safe than sorry'.

So, I hope this will be useful to those planning a layout for the first time and perhaps for those rebuilding their railways. □

# 1985 FEDERAL MODELLING COMPETITION

## WINNERS OF THE 1985 FEDERAL MODELLING COMPETITION

### TIN DUNLOP CUP

Peter Betts - Midland single O

### FEDERAL TROPHY

Terry Cunningham - 4201 HO

### NSW BRANCH CUP

John Hill - QR Early Guards Van Sn $\frac{1}{2}$

### KEITH WILCOX CUP No Competition

### VICTORIAN BRANCH CUP No Competition

### KEN EDWARDS CUP No Competition

### PHIL KELLY CUP No Competition

### COL STEELE CUP No Competition

### CANDEMAH CUP

Glenn Watson - Suburban Goods Shed N

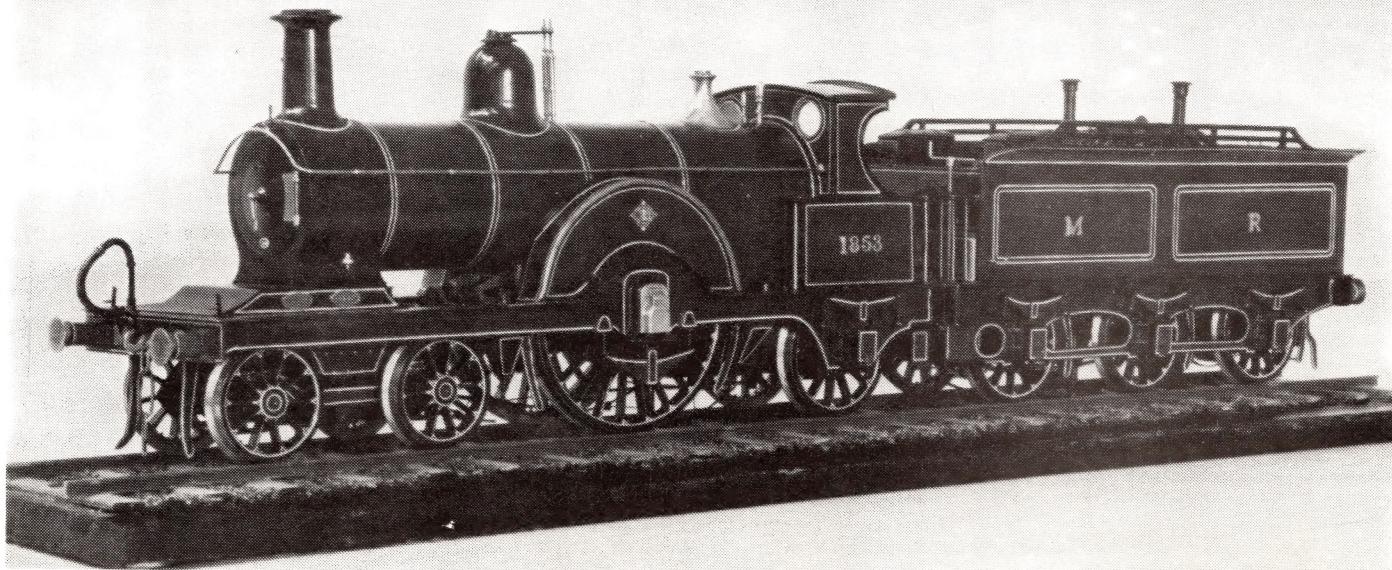
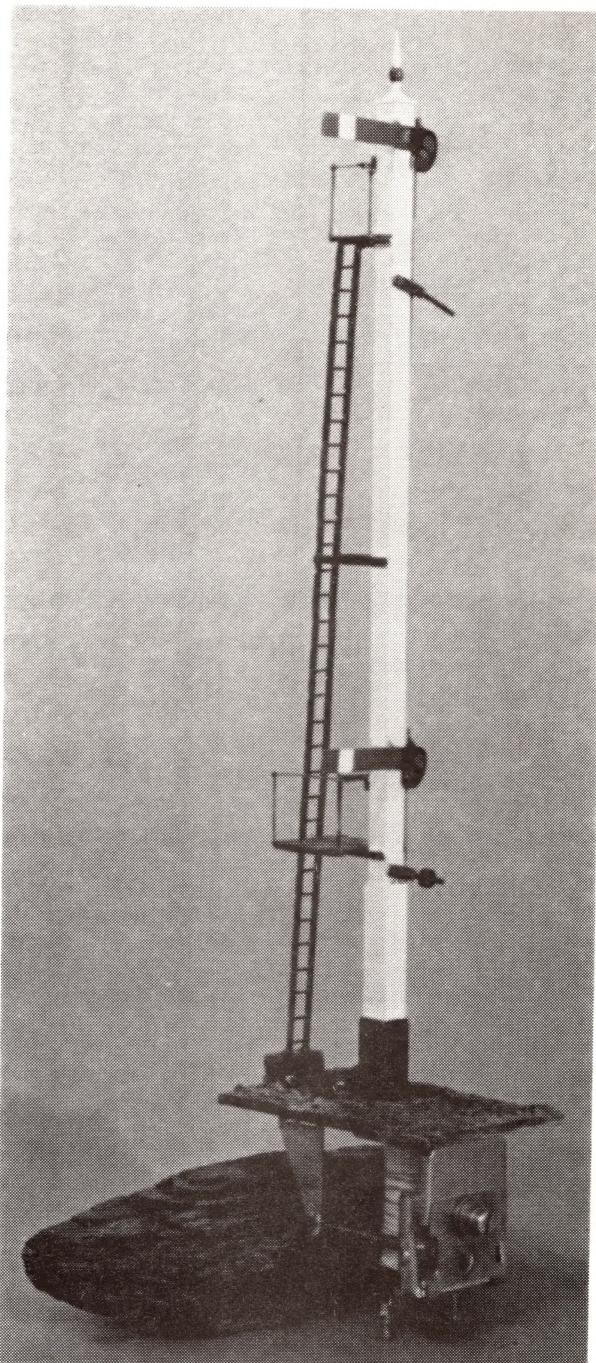
### DARRELL MUSGROVE CUP No entries

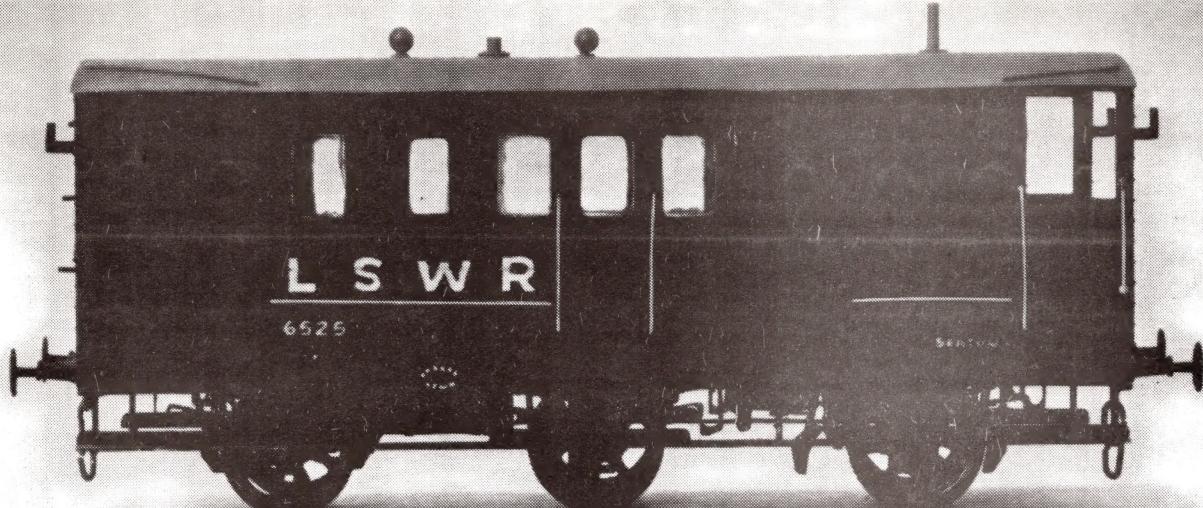


NSWGR CU wheat wagon in HO scale by Jim McInerney.

London South Western Railway co-acting signal by Peter Betts.

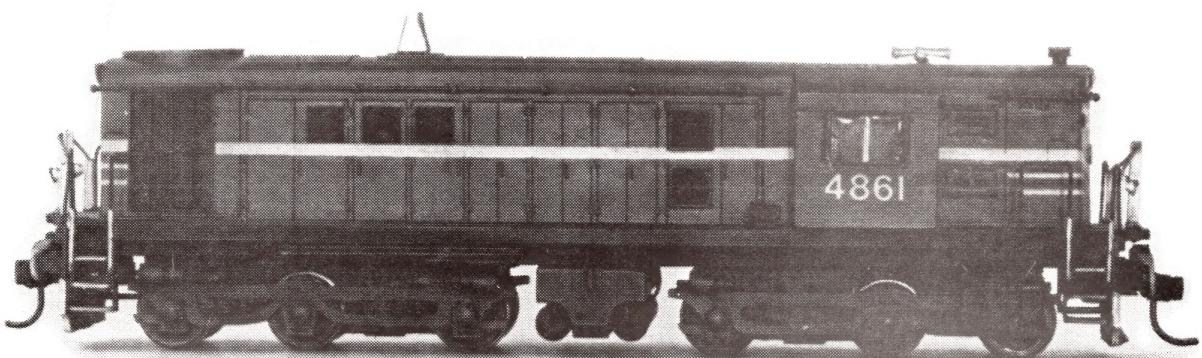
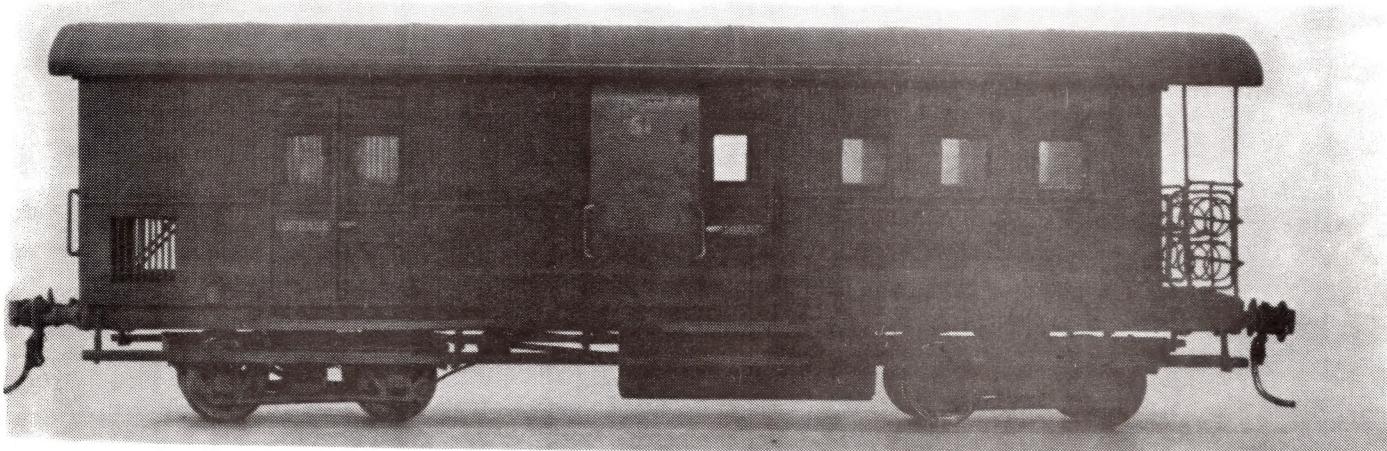
Midland Railway (UK) 4-2-2 in O scale by Peter Betts, winner of Tim Dunlop Cup.





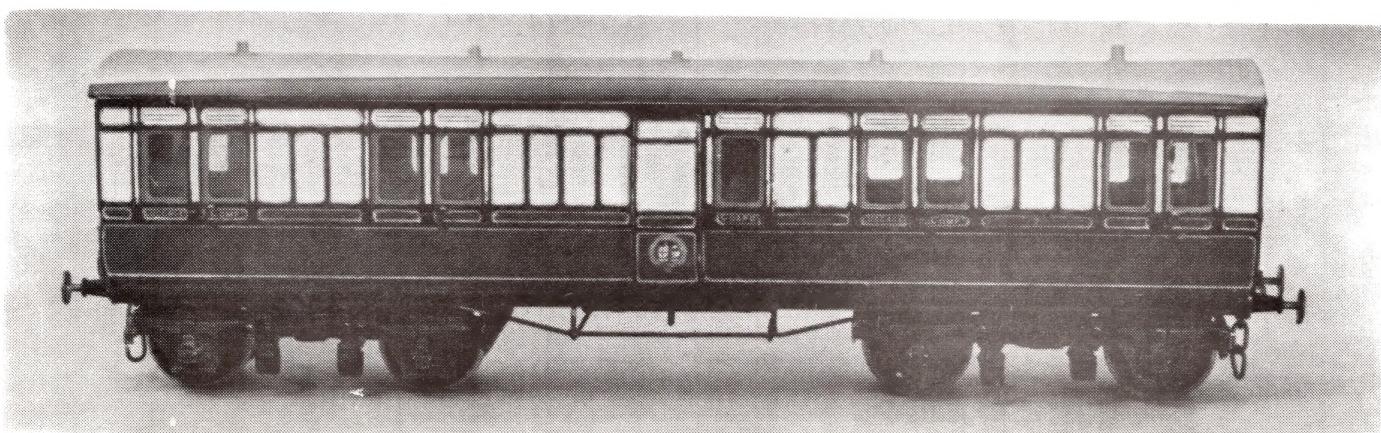
London South Western Railway six-wheel goods, guards and drovers van by Peter Betts. EM Scale.

QGR early guards van in Sn3½ by John Hill. Winner of NSW Branch Cup.



NSW SRA 48 class diesel-electric in HO scale by Terry Cunningham. Kit assembly, scratchbuilt underframe.

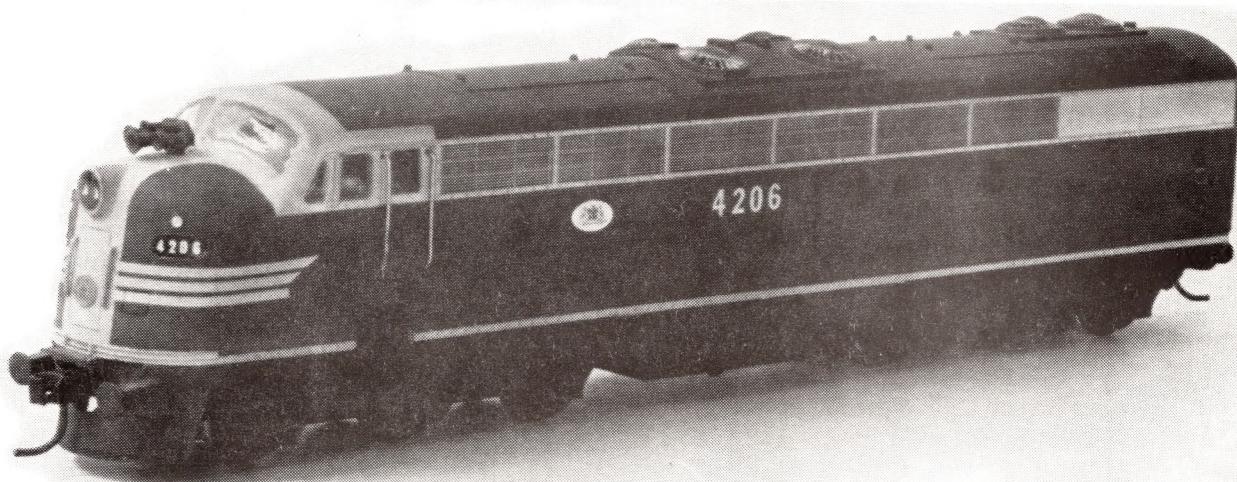
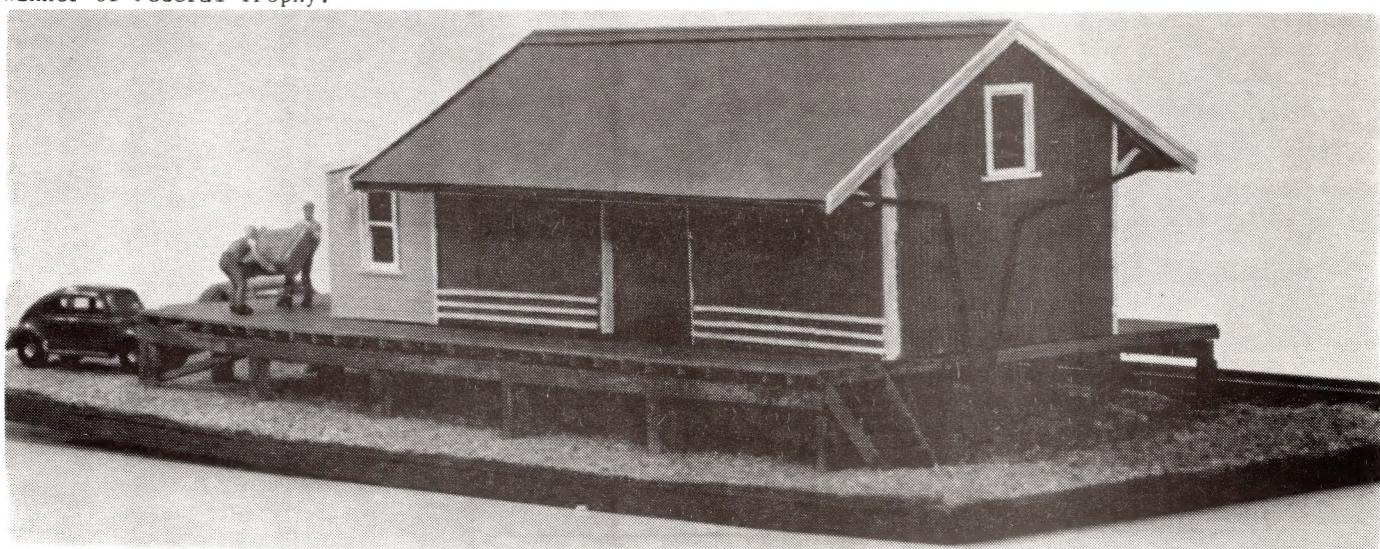
GWR parcels van by Peter Betts in EM.





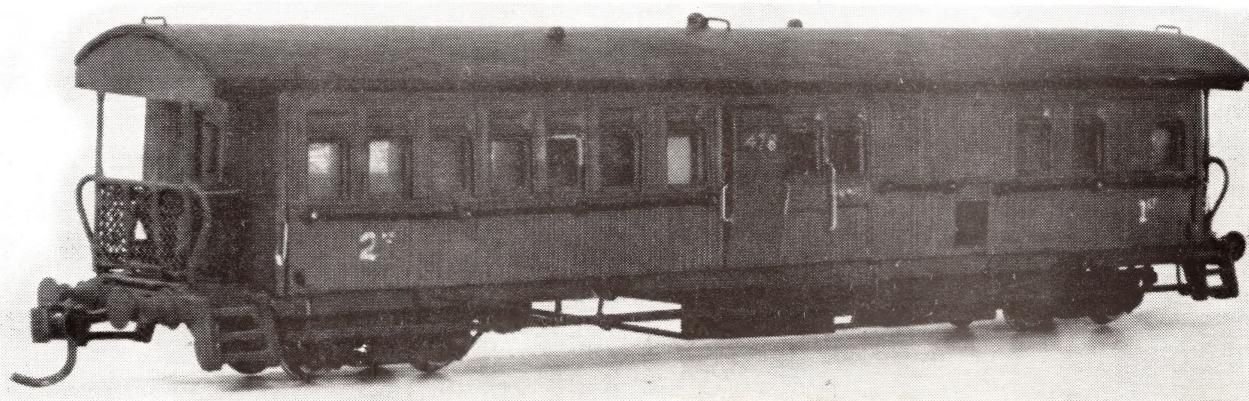
NSW PTC 42 class diesel-electric in HO scale by Terry Cunningham (conversion from Lima S class). Winner of Federal Trophy.

NSWGR goods shed in N scale by Glenn Watson. Winner of Candemah Cup.



NSWGR 42 class diesel-electric in HO scale by Terry Cunningham (conversion from Lima S class).

QGR CLV composite passenger car with guards accommodation in HOn3½ by Arthur Hayes.



## MORE MATCHBOX MODELS FROM THE NONNY MOUSE ARCHIVES

Having slogged our way through the 411 separate Matchbox models listed in the '75' range over the years, we now turn our attention to the other series of model cars and trucks, etc, which Lesney Products and Co Ltd produced.

First, let's look at the 'Major Packs'. This was a small series of physically larger models (of the larger prototypes) which was introduced sometime before 1962, which is the year of the earliest catalogue in the Nonny Mouse archives. There were very few new models issued during the relatively short life span of this series. The last time they appeared in the catalogue - and then only one was listed - was in 1967. It appears that Lesney's intentions were good because in the 1964 catalogue they promised 'from time to time new models will be introduced to replace withdrawn items' and a proposed future introduction was depicted.

Lesney Products did not advertise their wares very much in the model railway press before 1959 (and then not very often), so there are many gaps in Nonny's knowledge of dates of introduction of the 'Major Packs'. Any additional knowledge which members can shed on these matters will be most welcome.

CAT NO	YEAR OF INTRODUCTION	DESCRIPTION	COLOUR(S)	SCALE
M-1	1959	DW 20 Tractor and Scraper	?	1/125
	1960	BP Autotanker	Green, Yellow and White	1/89
M-2	1959	Walls Ice-cream Truck	?	1/95
	pre 1962	'Davies' Tyre Truck	Red and Silver	1/77
M-3	1959	Centurion Tank and 10-wheel articulated Truck and Trailer	Olive Green	1/125
M-4	1959	Ruston Bucyrus Excavator	Red and Yellow	1/92
M-5	1959	Combine Harvester	Red and Yellow	1/58
M-6	1959	Pickfords six-wheel Tractor Truck and 12-wheel Double Articulated Trailer	Blue and Red	1/116
M-7	1959	Articulated Cattle Truck	Red and Yellow	1/81
M-8	pre 1962	Mobil Articulated six-wheel Road Tanker	Red and White	1/91
	1964	Articulated Double Deck Car Transporter	Blue and Orange	1/73
		(Just to confuse everyone, Lesney re-introduced this one in their 'King Size' series as K-8, coloured all yellow or yellow and blue)		
M-9	pre 1962	Cooper-Jarrett Inc interstate articulated Truck and Trailer plus additional Trailer	Blue and Silver	1/100
M-10	pre 1962	Whitlock 'Dinkum' Rear Dumper	Yellow	1/70
M-?	post 1964	Freuhauf Hopper Road Train (see K-4 below)	Red and Green	1/67

The 'King Size' series was apparently contemporary with the 'Major Pack' series at the beginning, but the latter fizzled out in the mid 1960s, whereas the former were still around (as 'Super Kings') in the early 1980s. As with the 'Major Pack' series, information about the early models in the series and their dates of introduction are a bit scant.

CAT NO	YEAR OF INTRODUCTION	DESCRIPTION	COLOUR(S)	SCALE
K-1	pre 1962	Weatherill Hydraulic Shovel	Yellow	1/57
	1964	'Hoveringham' Foden Tipper Truck	Orange	1/69
	1970	O & K Excavator	Red	1/62
K-2	pre 1962	Muir-Hill Dumper	Red	1/56
	ca 1967	KW Articulated Dump Truck	Orange	1/96
	1970	Scammell Heavy Wreck Truck	Silver	1/69
	1978	Car Recovery Vehicle	(Gold in 1972) Silver (Blue in 1979)	?
K-3	pre 1962	Caterpillar Bulldozer	Yellow	1/70
	ca 1967	Hatra Tractor Shovel	Red	1/61
	1970	Massey Ferguson Tractor and Trailer	Red	1/45
	1975	Mod Tractor and Trailer	Blue and Yellow	1/45
K-4	pre 1962	International Tractor	Red	1/37
	ca 1967	GMC Tractor with Hopper Road Train (identical to the proposed 'Major Pack')	Red and Silver	1/67
	1970	Leyland Tip Truck	Red and Silver (Red and Gold in 1972)	1/56
	1975	Big Tipper	Red and Yellow	1/69

(TO BE CONTINUED)

## QUEENSLAND PROTOTYPE RAILWAY MODELLING - 4

In this edition I will show some of the unusual QR workings often frowned upon when modelled as not being prototypical. One of these is the question of what type of loco to put on a Sunlander consist. Steve Malone's 2357 on an Airfix mech hauls this train confidently, but it is often said to be not prototypical. 2350s did haul this train on their entry to service, often with a 1270. Other locos to haul the Sunlander rarely include 1720s. 1758 hauled the Townsville to Cairns leg on one occasion during June 1984.

Its sister train, the Capricornian, is usually a 1502 class roster, but during 1984 it was rarely hauled by 1300s and on one occasion - 1254.

The 'Gympie Mail' passenger train with wooden cars has seen numerous combinations over the years, including a 1550 and a 1250 (vehicle). 1720s (Jets) were the regular power for this train, but on occasion, a 1600 or 1620 class has hauled it resulting in mostly late running. These locos had a similar problem trying to keep up with suburban train schedules during the late 1960s.

Saturday's Maryborough trains sees them on rare occasions, but its regular power is the 30 year old 1400 class, often with a Jet vehicle.

Although the Sunlander was never hauled by steam (although one story goes that a DD17 hauled the train from Brisbane to Caboolture during a diesel shortage). All western air conditioned trains did (Westlander, Midlander, Inlander). Common power for these was a C17 (4-8-0) or two, changing to a vintage PB15 (4-6-0) for the lighter lines (The Westlander).

The floods of 1974 showed the diesel electrics vulnerability to water that steam locos could easily manage. Following flooding of Mayne diesel shed, only a handful of diesels could supply services. Fortunately most of these were the DH class Bo-Bo shunters, which could operate over water covered lines. They put up some heroic efforts to get trains running - often only four-car sets in the suburban area. One made it over a large bank between Hendra and Clayfield with eight heavy country cars. At one stage, a 465 hp DH stalled with two stainless steel sets (14 cars - 332 tonnes) on a grade from Mayne to Normany and was banked by a 1720 jet (1000 hp) with another two sets!

Multi DHs ran some heavy trains, including a wooden car Sunlander in the North of the State (during flooding). Following the Brisbane flood, the limelight dropped off them, but occasionally they can be seen on late night goods trains around Brisbane.

Chris Malone

### DID YOU KNOW ?

That wooden spring clothes pegs make excellent soldering clamps? They don't melt, don't take any heat away from your soldering iron and have a strong grip. If you cut the gripping end back at an angle of approximately 45° to make a more pointed end, it makes them more convenient. They can be used for other clamping jobs, of course, and at an average price of about 75¢ for 36 they are not very expensive. Mine came from Woolworths and were made in China and appear to be a finer grained wood than the Australian-made ones, but any type will do, providing you sand the 'whiskers' off after you cut them.

## PB15 - MAID OF ALL WORK

by Jack Makin

! In the year 1899 there emerged from the workshops of Walkers Ltd of Maryborough, Queensland, the first of a class of locomotive which was destined to become not only the most numerous, but also the most generally useful of any class on the QGR. <sup>1889</sup> In compliance with the classification system of <sup>1889</sup>, in which a letter signified the number of coupled wheels (A-4, B-6, C-8) and a number indicated the diameter of the cylinders in inches, it was classified B15, but as there was a smaller wheeled B15 of 1889, it was given the prefix P for passenger, thus PB15.

2 Its 'vital statistics' may be of interest. They were - cylinders 15" x 20", coupled wheels 48" diameter, boiler pressure 150 lb/sq in, tractive effort 12 000 lb. The gauge, of course, was 3'6" or 1067 mm.

3 In appearance, it was neatly designed, almost 'classical' one might say. While basically of British design and construction, with plate frames, low running plates, slightly raised above the cylinders and drivers, open sided cab, smoothly rounded dome and a neat flanged chimney, it carried a number of American features inherited from its Baldwin predecessors; to ~~what~~ the boiler mounted sandbox (or dome), the square kerosine headlight, a rather flat smokebox door, a horizontally barred cowcatcher, and, less obviously, balanced slide valves, mounted above the cylinders, and operated by rocking shafts from the inside Stephenson motion. Incidentally, it was the last mainline class on the QGR to use this motion; all its successors being equipped with Walschaerts motion, at first with slide, and later with piston valves.

4 The class seems to have been a success right from the start, and by 1913 there were no less than 203 of them in service. Capable of operating on all parts of the system, they took over the principal passenger trains, until the upgrading of some lines allowed the use of more powerful engines (C16, B17, etc). However, they continued to do good service 'further out'.

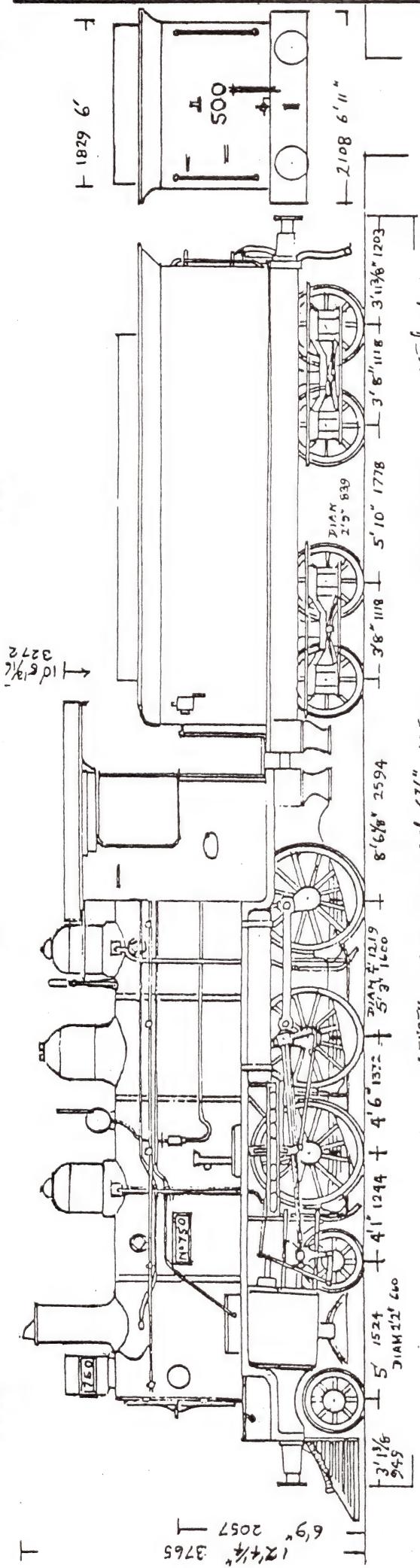
5 I well remember, in the middle 1920s seeing the Western Mail on the Chinchilla to Roma section, double headed by two of them, and ever later they worked such trains as the Toowoomba - Roma Mail. They were also widely used for goods work, and their use on branch lines continued until they were replaced by diesels.

6 One area which remained almost exclusively theirs until the end of steam was the Southside suburban system, with its extensions to the 'Gold Coast' and the farming areas of the Logan and Albert Rivers, served by a branch line from Benthania Junction, on the Southport Line to Beaudesert.

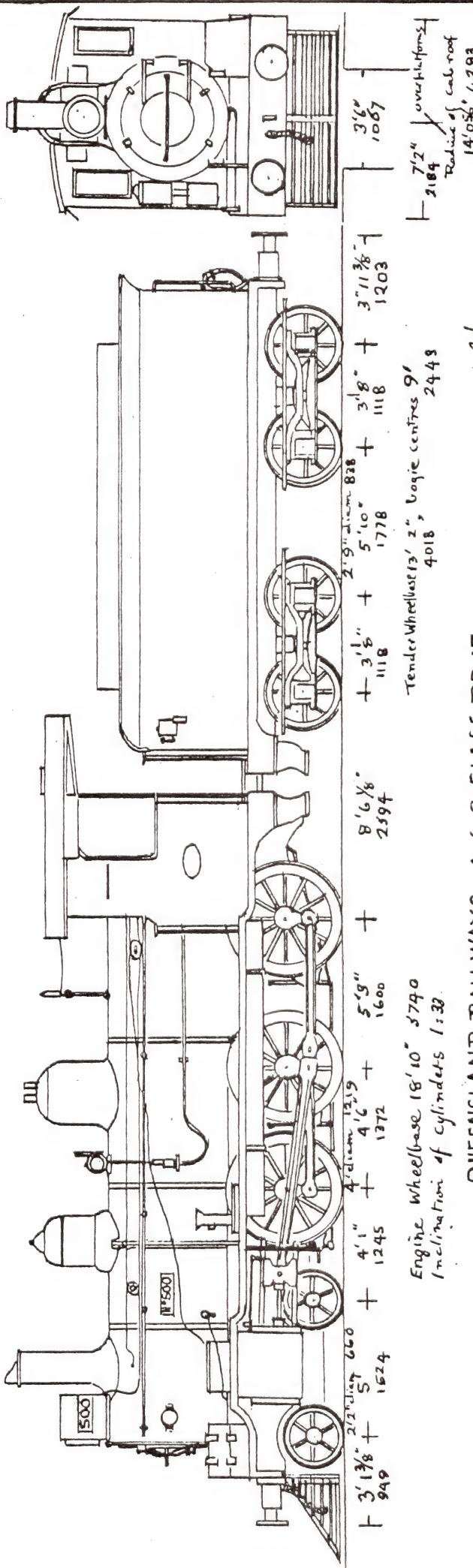
7 In the early 1920s a modified version was produced, to the number of 30, with high running plates and Walschaerts motion. These were still classed PB15, and brought the numbers up to 233. From about 1930 on, the neat flanged chimneys began to be replaced by a type of high, narrow 'stovepipe', with a capuchion around the leading edge. In my opinion, it did nothing for their appearance, a chimney being, to my mind, rather like a Roman nose - it can make or mar the whole ensemble.

8 One of this class is preserved as a static exhibit at the Redbank Railway Museum near Brisbane, another is, I believe, still maintained in working order for Rail-fan trips.

The only model I ever saw of this class was built by a member of the Brisbane Branch of AMRA on the basis of a Triang 'Jinty' mechanism, but whether or not the original wheels were retained, I can't say. □



QUEENSLAND RAILWAYS 4-6-0 CLASS PB 15, 1924 DESIGN, WALSHAERT VALVE GEAR, SCALE 1:64, 3/16 = 1'



# HAVE YOU READ?

by Ern Raddatz

## CONTINENTAL MODELLER for March/April 1985

LA ROCHE, HO: Railway of the month and is John Rowcroft, Secretary of the SNCF Society describing his Nord layout, which is set in pre-SNCF days, located in a caravan. The layout uses Peco track and displays some of those beautiful (but expensive) DJH kits.

KOVENIG: A DB single track branchline station with up and down platforms on the same side of the track and separated by a level crossing. It would make an ideal subject for a diorama to display one's rolling stock. LGB in a caravan: like John Rowcroft's layout, this large scale narrow gauge layout is built into a caravan that was no longer suitable for use as a holiday home; now who says they haven't space for a layout. PROTOTYPE SCENE this issue is steam in Austria. NURNBERG FAIR REPORT 1985: quite a number of new items; I rather liked the Bachmann HO Norris 4-2-0; DJH is to make a kit of a Chinese 2-10-0 in HO as well as a couple of US engines, wonder if they will make something Australian?; Kibri have a church in HO that I have already made mental space for on my layout, must get Preston to forward order one for me, unlike most European so-called HO the illustration appears to be the right size unless N scale figures are shown with it; Philotran, the Dutch kit builder has a terrific looking tram. SNCF CONSOLIDATION: Andy Hart of the SNCF Society has some variations on the Jouef 140-C, now one's Western Region connys can look different to everyone else's. COALING STAGE, SWISS STYLE: I have an idea this could be used as the inspiration for getting coal into loco tenders for just about any branchline in any country. THE FIRST GARRATT: a 5½ mm to the foot model to run on 12 mm track of the Tassy tiny garratt; has anyone in Australia ever built a model of this loco? SAR NARROW GAUGE STOCK: South African that is and is part four of a series, narrow gauge in that country is two foot gauge, 3'6" is standard or broad gauge.

\*\*\*\*\*

## CONTINENTAL MODELLER

Originally intended to cover the railways of Europe only; however, it was expanded almost from the start to deal with all the world's railways with the exception of those of Great Britain which are covered by the Railway Modeller. However, as the Australian modeller is content to hide his light under a bushel, there has been little or no mention of the railways of Australia either in prototype or model form. Remember the CM pays for material printed.

Continental Modeler for January/February 1985 includes Diablo Valley Lines, HO (Railway of the Month), a look at a very large American club layout. Region Nord, a brief description of the northern region of Europe's premier railway, including a mention of the models available for a layout based on the region. Minimum space showcase, which can be used to display and test run one's models. Model railroading in Brazil, for some reason we don't think of Brazil as part of the model railway scene, yet the country boasts two large manufacturers of scale models. RhB's forgotten railway, exploring a narrow gauge branch line in Switzerland. Modelling the FC de Soller in HO n3, this follows on from an article about this Majorcan railway that appeared in the May '84 CM. The Lakeland Railway, HO, at least one

Australian modeller has not hidden his light under a bushel; however, it is not about an Australian railway, but is a condensed version of a series of articles about a Marklin layout that appeared in several issues of AMRM. Prototype Scene (15), Japan, a number of photographs of Japanese steam locomotives. SAR narrow gauge stock-3, South African, that is, the photo of the end view of a two foot gauge van has to be seen to be believed. The end of the Line, French buffer stops.

\*\*\*\*\*

## FINE SCALE MODELLER

A Kalmbach publication that has nothing to do with railways, but is worth glancing at for useful ideas.

The November/December 1984 issue has an interesting article on casting in RTV moulds.

\*\*\*\*\*

## EUROMODEL RAIL REVIEW NO 18

MODERN FRENCH RAIL FREIGHT - the 1980's scene on the SNCF: TGV ATLANTIQUE - a map of the proposed routes and journey times on the forthcoming TGV routes to the west and south west: THE DB CLASS 111s - a review of the prototype and the available models: ELECTRA AND ARIADNE - former British Railways electric locomotives now serving on the Dutch Railways being renamed after 25 years: A TALGO TANGO - journeys by the Spanish train through Spain and France: THE DEUTSCHE REICHSBAHN OF THE PRESENT DAY - a brief description of the East German Railways and most interesting for modellers of European railways and includes modelling possibilities - centre spread photos are also of this system: NURNBERG - a report on the 150th anniversary celebrations of Germany's railways.

## CONTINENTAL MODELLER for July/August 1985

BERNHARDINBAHN - railway of the month and is an HOm model of the Swiss Rhatischebahn and shows that rugged mountain railroading is not confined to Colorado: NYON St CERGUE - MOREZ - a description of a minor Swiss railway and its modelling possibilities: TRAMS UNDER THE STAIRS - 4' x 2' dioramas of Dutch trams modelled in TT and HO, now who says they haven't room for a layout?: SBB Ae3/5 - PROTOTYPE AND MODEL - the title says it all and it is a must for the many modellers of Swiss railways in Australia: STEINTALBAHN - an HO model of a prewar Reichsbahn railway situated near Stuttgart: SMITH RIVER - a small N scale diorama for an American Railroad: THE ACFI FEEDWATER HEATER - how to get the plumbing right on your model - colour feature is of the Rhatischebahn and includes a good view of a Swiss 'vacuum cleaned' field: PROGRESS ON THE MICHAEL-MASS LINE - required reading for all those who use LGB material, especially in the garden: BENZHEIM AND BAD SCHLOSSBERG - two small German terminal stations for N scale on a 5' x 1' board: KATZBERG - a Z scale layout showing what you can pack on a 5' x 2' layout in this scale: A TALE OF TWO OFFICES - scratchbuilding typical small French buildings in HO: RAVEN'S PIONEER - for the British modeller and describes several actual and proposed electric locomotives for the North Eastern Railway in that country, the freelancer will be very interested: SAR NARROW GAUGE STOCK - more on the two foot gauge rolling stock of the South African Railways: BUILDING A SOUTH AFRICAN GARRATT - the construction of a GMA/M 4-8-2 + 2-8-4 using the DJH (now Grandspot) kit.

\*\*\*\*\*

**CONTINENTAL MODELLER** for September/October 1985

Said to be an Italian special issue, but is not quite, for it covers many countries as well as Italy.

HOHENDORF, HO - an exhibition layout based on the prewar Reichsbahn in Bavaria: ITALIAN RAILWAYS FOR THE MODELLER - an introduction to that system not often modelled in Australia, despite the ready availability of the Rivarossi and Lima models, I love the name shown on some drawings of typical Italian station buildings: RIVAROSSI 1945-1985 - a brief history of this famous Italian firm whose products are to be found on most American based layouts in Australia: BAVARIAN STATE RAILWAYS BX SERIES - a look at this ugly but fascinating class of 2-4-0s - prototype scene this issue is, naturally, on the Italian Railways: RIVATO, AN ITALIAN BRANCH LINE - a simple terminal station, but with extensive operating possibilities and has given this writer several ideas for use on his SNCF layout - Centre spread is a photo of an Italian E633 electric locomotive: DETROIT AND MIDWESTERN RAILROAD, HO - a 12' x 11' layout derived from a 24' x 12' layout described in the book 'Trackplanning for Realistic Operation' and useful for the many American modellers in Australia: LINCOLN AND ONTARIO RAILROAD, HO - a Canadian railroad, but note the AD60 Garratt: DUTCH STATE RAILWAYS ATLANTIC - possibly the most attractive of all British locomotives were the GWR 'Lord of the Isles' 4-2-2 and sisters of the 'Armstrong' 4-4-0 cousins and this class of Beyer-Peacock built 4-4-2s may be seen as their Dutch descendants: SNSF Y6200 LOCOTRACTEUR - scratchbuilding a station shunter in 1/50th scale, but which can be used for a guide for other scales, a must for this writer's layout - Victorian members are again reminded that this magazine is available in the Branch Library if they do not care to buy their own copy.

\*\*\*\*\*

**EUROMODEL RAIL REVIEW N° 19**

This magazine has become the successor to the now defunct European Railways and a worthy successor it is, even though it does concentrate on the Germanic railways over much, but those systems seem to be the most popular of the European railways. Rails in Appenzellerland - the modelling possibilities of this metre-gauge railway in eastern Switzerland. Steam in East Germany - mainline steam in 1985? Yep, and this article tells you where to find it. SBB Re 4/4" and Re 4/4''' - a detailed look at the later series of this widely used Swiss BoBo electric locomotive; the centre pages includes a photo of the pop-art painted version, thankfully only short lived. SBB Re 4/4" and Re 4/4''' The Models - a review of current HO model availability; includes the Jouef pop-art version. Computers and the LLB - final part of this series and deals with point control. Seeing the Scenery - a new series and this part deals with raised trackwork. Common Couplings - a look at close coupling of HO rolling stock and includes a look at the new Roco close coupling that is not compatible with the old. On the Rails - news and reviews from around Europe; in an earlier review of this magazine, I mentioned that, as so many models of the DB 'ICE' had been produced, it was about time the prototype was built; recently the first prototype made its appearance from the Messerschmitt works at Donauwörth (I wonder how it handles upside down in a cloud?), but what took my fancy was that it appeared before 'guests and officials of the DB'; probably the former were politicians.

**TRACK SAWING JIG****FOR HO AND N GAUGES**

by Eric Laurie

Here is a handy, home-made gadget that will prove its weight in the yellow metal. It is so simple to make that anyone can make it up. It will save your teeth and finger nails from destruction.

First obtain two pieces of suitable material, brass, aluminium, or even wood, 2" x  $\frac{1}{2}$ " x  $\frac{1}{4}$ ", or, if you like, 50 mm x 12 mm x 6 mm.

One 5/32" Whitworth stud 28 mm long  
(for N gauge, use 1/8" Whitworth)

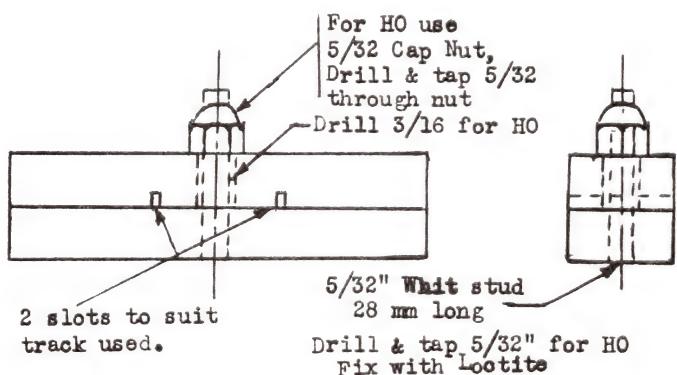
One 5/32" cap nut

Saw and file two slots in one piece of your material to suit HO or N gauge track and drill a 3/16" hole between the slots. Drill and tap 5/32" Whit or 1/8" Whit the centre of the second piece of material and fit your stud. Use a little Loctite or Superglue on the thread to fix it into the material. See diagram.

The track lays on the bottom piece with the stud through the sleeper gaps. The top piece finds its own position as it slots drop over the rails.

Tighten up the nut firmly (not with a 12" shifter) to secure the track, and then cut at the required position near to the tool.

This little tool will enable you to retain a firm grip on the rails and save a lot of gritting of teeth or chewing of finger nails when cutting your track.

**HINTS AND TIPS**

by Jock Quarrington

Reprinted from BRMNA Journal : December 1983

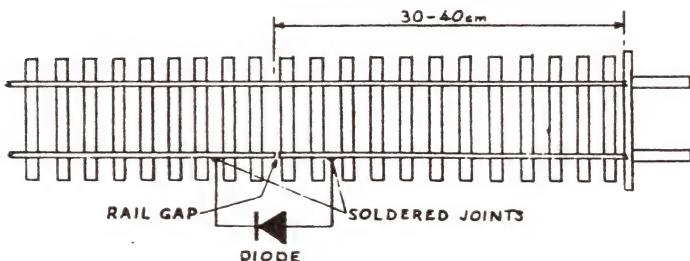
**A Dead End**

While at the recent Railfair I noticed that, as a result of the complexity of the 'throat' to the sidings, there were times when a siding became inadvertently energised and only a judiciously placed nail prevented an expensive locomotive taking a catastrophic plunge to the floor.

Such a nerve-jangling situation can very easily be avoided by cutting one rail 30 to 40 cm from the end of the siding and bridging the gap with a suitable diode. As the diode will only pass current in one direction, it can be arranged to cut the current to the locomotive as it approaches the end of the siding yet, when the polarity of supply is changed to reverse the locomotive, the diode will pass current and the locomotive can back out.

Suitable diodes are inexpensive and can be got from a variety of sources (e.g. Radio Shack). In order to allow for current surges and possible voltage spikes, a diode rated one amp at 50 peak inverse volts is suggested.

Gapping and application of a diode are recommended to assuage the anxiety of the loss of the judicious nail or a lapse of memory as the locomotive charges towards a cliff edge!



\*\*\*\*\*

## NSW ROLLING STOCK FROM PROPRIETARY MODELS — 2

### A NSW PHG GUARD'S VAN CONVERSION

by David Brown

#### Introduction

Once again, back issues of AMRM (this time issue 120) supplied the idea. Having purchased two Trax MHG vans at the Geelong exhibition, I decided to chop one up and turn in into a PHG.

#### Bashing the Van

The MHG is too long (131 mm as compared to the PHG's 126 mm), so obviously 5 mm must be removed. I found it much easier, after the ribbed end had been cut off, to remove one set of louvres from the end, also the corresponding roof and floor area. This actually removes 6 mm, but that extra 1 mm lost doesn't look out of place.

Once that set of louvres is gone, cut off the rest of the side from the double doors to the piece you've just removed. Don't discard it, the door and two sets of louvres must be kept.

Take a sheet of 20 thou plastic sheet and cut an area 27 mm x 23.5 mm. Glue this to what's left of the main body and roof, then take the door and set of two louvres you cut off earlier and glue these to the end you cut off earlier. The louvres join to the end, and the door must be mounted to appear like a sliding door. When the louvres are glued back on, make sure the smaller section is at the top. Glue the end/louvre/door assembly back onto the main body section, fit bogies and couplers, fill any gaps, and there you have it.

#### Conclusion

This van is not completely correct. The single door next to the guard's lookout should have its window higher, and the lookout itself is incorrect. As this is a rebuilt van, the steps and curved rails on one end should be removed, and the van painted Tuscan Red with yellow striping. Numbers of vans known to have carried the red livery include 12335, 13388, 22388 and 23301. The NSW logo most common on red vans was the 'NSWR in sloping yellow boxes' type, and truss rods and queen posts must be fitted. I'll leave that to your ingenuity.

## WHAT'S NEW IN N.S.W.

by 'David Hill' - and, introducing his brother, 'Benny Hill'

(alias Philip Morgan and David Brown, respectively)

#### Trax FS and BS Coaches

Compared to layout plan in AMRM, Issue 66.

The bodies of these coaches are very accurate insofar as detail is concerned. However, as for the bogies, they are too large when compared to Casula 2AN bogies. However, they still look like 2ANS and they do roll beautifully on their horribly-plastic axles.

The Indian Red paint job applied to both versions (i.e. FS and BS) is superb. However, the candy stripe livery, applied to the FS only, is not good. The basic red is far too dark. Additionally, the white colour is oversprayed over the belt rail on both sides of the model and the candy stripe decal applied to the finish has cracked up around the doors and overruns both ends. The yellow stripe is also far too thick.

The only other point is that the body sits far too high on the bogies supplied and will need to be lowered.

Benny Hill

#### Lima '422' Class Locomotive

It is true that, in review columns such as this, the reviewer should remain as impartial as possible - stating only the true characteristics of a model and leaving interpretation of its quality up to the individual modeller. However, for the Lima 422, I believe that I will make an exception by describing my exact thoughts on this model as: Beautiful! Superb! Magnificent! Best commercially-produced model of an Australian-outline locomotive ever! Go and buy one! No, buy a dozen!!!

Seriously, though, just imagine an exact replica of a 422 in HO scale (except, of course, for all the interior bits), and that is what the Lima model is. The only discrepancy I can find is in the shade of red used on the model - it is more of a burgundy colour than Indian Red. If you intend repainting the model (as per that great article in Journal 169 on airbrushing - modesty was never one of my strengths), you cannot go wrong with Craftsman Indian Red - or Candy Stripe Red if you like!

Finally, for the claims that Lima locos "can't pull the skin off a rice pudding" - as far as the 422 is concerned - the loco easily started in a 1 in 30 grade with 12 Lima TAMs on the draw-bar - and all with unmodified Lima axles.

David Hill



The Editor  
AMRA Journal  
Dear Rex

The arrival of the November/December issue of Journal in my mail box has reminded me that I have not yet thanked all those who sent responses to my query regarding the Clemson bogie. But I give my belated thanks to all those who took the trouble to send in answers to the question. I did not think there would be so many, but it

\*\*\*\*\*

just goes to show how helpful the general membership is. It's one of the things that goes to make membership in the AMRA so worthwhile.

I wanted this information, not to use on a model of a piece of French rolling stock, but for use on another layout, which is supposed to represent a Victorian Shire Tramway. This layout came about when I was wondering what to do with an Athearn 0-4-2 saddle-tank, a Roundhouse shorty passenger coach and two Hornby Z vans.

After some thought about the matter, there was born the Tintooki Shire Tramway which consists of a terminal station, Berk, based on a station in a long out of print Peco trackplan book with the line running to a fiddle yard situated back o' Berk.

As I did not like the appearance of the short coach running on bogies, I decided, at first, to make a four-wheeler out of it. On going through that marvellous book by Frank Kelly of old Victorian Railways rolling stock diagrams I found a coach similar in appearance to the Sierra coach, which is the prototype for the Roundhouse kit, but shorter again in length. This particular vehicle had a bogie at one end and a rigid axle guard at the other. Not knowing what type of bogie would be required, and having an idea that, if available, it would be one of those expensive brass jobs, I thought to make a six-wheeler out of the model as it seemed too long for only four wheels. But to get the coach around 24" curves some form of flexible undercarriage would be required. Hence the enquiry.

Thanks also to Phil Kelly for his letter. I am quite familiar with the writings of the late Dennis Allenden with whom I corresponded some years ago when I sought further information about the valve gear on the Etat 121. It was he who told me of the difficulties with getting information about the pre-war railways and that one needed to be masochistic when attempting the turn-of-the-century railways. Allenden was an American of French parentage who worked for many years in France for the US Government and was able to get on-the-spot information.

I have learned something about the colour schemes of PO-Midi second and third class coaches by making close reading of advertisements in the French model railway press. A firm is making painted models of coaches for that railway. Even so, it is necessary to translate the given colour into English to see if an equivalent colour is available in Australia. What, for instance, is Celtic Grey? Thankfully my trusty copy of the Railway catalogue (produced by the hobby shop in Liseaux, France) has the colour listed as a Precision Paint.

However, Phil Kelly's letter brings forward a problem for the future. He mentions that it is difficult to get two people to agree on what is the correct colour for 'Russet' as used on NSWGR passenger stock as recently as the '40s and '50s. With the various systems at present changing their colour schemes, it could be quite possible that within a few years it will be difficult to know what the correct shades the currently disappearing colours are.

So I feel it would be a very good idea if keen modellers or the various branches collected colour chips for these paints while they are still available and keep them in the Branch libraries for future reference. So, people, get stuck into it and make life easier for our future modellers.

Phil Morgan has mentioned in the NSW Branch notes the falling interest in the local modelling competitions. It seems that this lack of interest is not confined to the NSW Branch for the same

thing has been happening in Victoria, if not in other Branches. Why? Is it because of non-interesting competitions or laziness on the part of the members as it is in my case or some other reason? Something worth looking into!

The malady could be world wide when one notes the increasing number of English railway and model railway magazines appearing on the market. How could the market sustain the number of magazines available unless there is increasing armchair modelling replacing practical modelling.

Finally, Phil Kelly, in an earlier letter, proposed that the initials SNCF stood for Societe Nationale Cherchez la Femme. I wonder if he thought this because of seeing the photo of the delightful Mlle Joie de Vivre, Publicity Officer of the SNCF Society, which adorned the centre pages of the December 1984 Society Journal.

Regards  
Ern Raddatz  
Victoria

\*\*\*\*\*

Editor  
AMRA Journal  
Dear Mr Little

I refer to the letter you published from Peter Betts in Issue 169 of Journal. Whilst it would be very easy for me to become as hysterical as Mr Betts, as I am sure you can appreciate, I would rather draw this matter to a close by simply quoting certain facts.

1. I made the point in Issue 166 of Journal that matched rail and wheel profiles are the essential elements of better and more reliable running. Mr Betts implies in his letter that he and he alone is aware of this fact and has been trying to convert the great unwashed until he is (quote) 'blue in the face' (unquote). There's no argument Mr Betts.

2. In Issue 167, Mr Betts, in an article entitled The EM Column, quotes the figures he uses for EM. With the exception of the back-to-back figure all of Mr Betts' figures are at variance with those laid down as standards by the EM Gauge Society, standards to which specific components - such as wheels - have been manufactured for EM. In his letter, Mr Betts admits that visiting stock to his EM (?) layout has (quote) 'not worked well up to now' (unquote). Is it any wonder, when only Mr Betts is using the correct (?) dimensions?

3. Mr Betts claims in his letter that P4 is the finest scale system. Wrong, I'm afraid. The members of the SCALEFOUR SOCIETY work to those standards laid down by P4, but, when Ray Hammond coined the phrase Scalefour, the standards he laid down are finer than those for P4 and Ray and a number of other people work to these standards in 4 mm/ft scale modelling.

4. Perhaps if Mr Betts were to adhere to the correct standards he might find that the slop, not 'extra side-play', he has been forced to introduce into his stock could be eliminated. He would also discover that a three foot radius curve in EM is a recommended minimum which, in reality, has proven to be quite generous. Further, I would refer him to the May 1985 issue of Model Railway Constructor wherein, as a feature called - Model of the Month Award - he will find photographs of a P4 (18.83 mm gauge, 4 mm/ft scale) model, a working diorama, built by Martin Goodall.

The relevant figures on this exhibition model include curves of two foot radius and crossing angles on the pointwork of 1:4½ and, on the 'Y' point, 1:2! This information was gleaned from Scalefour News as a part of the guide to this year's SCALEFORUM. Furthermore, not all of the

stock used is compensated and, although this is not designed to be as serious a layout as Bodmin or Heckmondwike, I would suggest that, because all of the relevant track and wheel standards for P4 have been followed, there will be an absolute minimum of side-play in the wheelsets, just as the wheelsets on my stock have had the side-play virtually eliminated and they don't fall off the rails either. I have just designed and built some pointwork for a small portable layout on which the crossing angles are a constant 1:4. And if the stock should fall off, it can be re-railed in a matter of seconds.

5. Finally, Mr Betts then berates us all for not having listened to him and says that until the modeller decides on a set of standards for OO and alters everything to suit the full potential of OO will (not) be realised. The logic escapes me. Why not simply model to 18.83 mm gauge in the first place and achieve the full potential without altering anything?

As for provocation, really Mr Betts! I haven't even begun to try yet! In conclusion, however, and bearing in mind what Mr Betts has said about the lengths to which he wants OO modellers to go to in order to impress him, let me quote from the final paragraph of the section on Track and Wheel Standards as laid down in the Manual of the Scalefour Society:

"It is not unusual to hear or read remarks to the effect that there is nothing inherently better to be gained by using a gauge of 18.83 mm for 4 mm scale modelling. This is, in fact, a part truth, but applicable only to plain track. The important thing to remember is that when using components to P4 standards you can be sure, in those respects which matter, all such components are correctly designed to give optimum results not only on plain track, but through all pointwork, however complex. The same results could be and occasionally are achieved in EM and OO by modellers with sufficient skill to modify the parts they buy to the same consistency and accuracy as is built into P4 components." (Underlining mine)

I say again, Mr Betts, why do you want everyone out there in OO land to rush out and buy lathes so that they can wheel skim and return and modify and adjust when, if they really want to express some individualism in their modelling, all they have to do is join either the EM Gauge Society or the Scalefour Society, part with a paltry sum for a few gauges and a set of universal fine scale standards, and simply enjoy themselves?

Try the Book of Genesis, Chapter One, Verse Three.

Paul Kehoe

\*\*\*\*\*  
The Editor  
AMRA Journal  
Dear Rex

May I give the strongest support to Peter Betts in his letter in Journal 169 concerning reliability of operation and fine scale modelling. He is absolutely correct in stating that the gauge on which the model runs has nothing whatsoever to do with the reliability and trackholding of the models concerned. These latter points are wholly a matter of a correct and constant relationship between wheel and track, plus a modicum of care and skill in construction by the modeller. Layouts in OO gauge can, and are, built which operate perfectly, and I have seen 18.83 and EM layouts which operate abominably.

No, it is not a question of a choice of gauge, but one of a commitment to a standard. It so happens that the standards for 18.83 gauge are

laid down very clearly and these have been adopted by the various manufacturers concerned. Therefore, provided that the individual modeller takes care in constructing his track and models, they should operate perfectly. However, there is more to it than that. The modeller who commits himself to 18.83 gauge commits himself as well to a complete philosophy of modelling. This comes out in an attitude to all aspects of the model, building every item of stock, structure and scenery to the same consistent high standard. It is not the change of gauge alone which makes this 'miraculous' change, but a change of attitude in adopting a completely different set of modelling standards.

I'm afraid I have very little time for the person who preaches that changing to 18.83 means an instant transformation to perfect reliability. With Peter, I have been building, operating and exhibiting reliable layouts in OO, and now EM, for the best part of 20 years. That doesn't mean that you can't teach an old new tricks, but it does support our contention that fine scale OO can be made to work every bit as well as 18.83. I admire what can be done in that gauge, particularly the appearance of dead-scale wheels and flanges. But it does take effort, commitment and a certain degree of skill to achieve the perfection that the protagonists claim for it.

For the more recent arrivals to the AMRA scene, the P4 layout Peter referred to in his letter was Bristol Midland, and here I refer the reader to the September/October 1976 issue of AMRM for a complete description. This large P4 (18.83 mm) layout delighted the crowds at various exhibitions in Sydney in the early 1970s. Built by the late Doug Bocking and Peter Betts, and members of the NSRMA, it featured Alex Jackson couplings on its stock and was a joy to watch. It all goes to prove that there is nothing new in railway modelling!

Finally, let me comment on another matter. I am very disturbed by the appearance of copyright claims at the head of certain articles that have appeared recently in Journal. While I thoroughly enjoyed reading Mr Kehoe's entertaining description of his layout, I couldn't possibly imagine anyone wanting to pirate it for another publication. I have been fortunate to have a number of articles published in the overseas press, but I would have been delighted if someone had pinched them to further publish elsewhere! Who's kidding who in this matter? Is claiming copyright really necessary in a house journal such as this one?

Yours sincerely  
Philip A Knife  
New South Wales

\*\*\*\*\*  
The Editor  
AMRA Journal

I am a Danish man of 21, who searches for some pen friends. It will be nice if your principal interests are stamps and sport, but if it isn't, it is okay too. Except stamps and sport, I also like reading, animals, skiing, fashion and travelling.

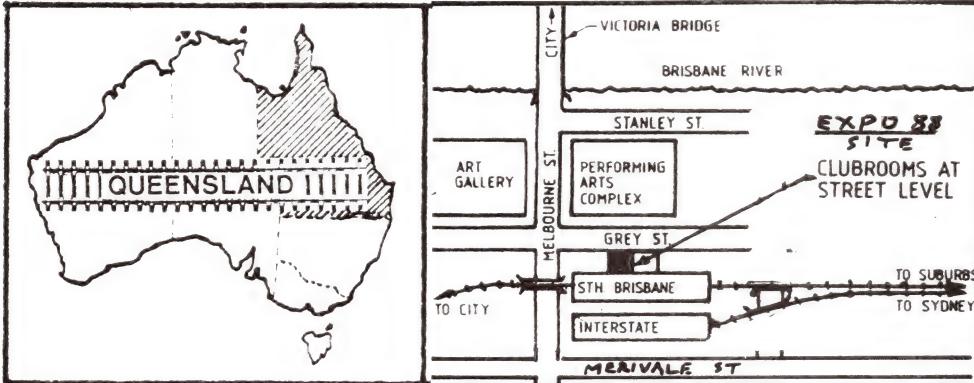
My mother tongue is Danish, but I can speak English, German and Sebociaoation. I study to become an Engineer.

My look is - 1.89 tall, light blue eyes, blond hair, brawny - 'quite nice'.

André Kaihoy  
Dalstroget 70 ST  
2860 Soborg  
Denmark Europe

\*\*\*\*\*

# STATE NEWS



## FROM THE PRESIDENT

A new year is upon us - I guess some will say thank goodness!! The festive season can be so hectic with parties, break ups and holidays. Hopefully it also presented the time to visit friends, particularly those with a railway interest.

It has been rewarding to welcome guests to the Clubrooms; many running sessions have been rather hectic with many trains moving on the layout. Reliability has been a keynote of each session. The crossbar switches used and the walkaround controllers have more than proven themselves in this model railway application.

Many enquiries are being received about controllers and in the new year it is proposed to conduct a clinic on controllers if enough interest is indicated.

The emphasis for the coming year is on running on the layout as much as possible while we have the present Clubrooms. An interesting activities program is listed elsewhere in these notes.

Happy modelling.

Cec Wall

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

## FROM THE SECRETARY

On 24 October, 33 members assembled for the Branch Annual General Meeting. Following the President's and Treasurer's reports, the election of office bearers for the 1985/86 period was conducted. The elected and appointed positions are as follows:

President	C Wall
Vice President	J Bilby
Secretary	J Christie
Treasurer	A Hayes
Committee	N Johnman
	R Mawson
	B Petersen
Reporter	S Malone
Librarians	S Wall
	S Hill
Sales Officers	S Malone
	M Hill

At the close of the AGM, Jim Bilby presented his annual screening of colour slides, a competition in which members answer written questions regarding the subjects such as 'What is the nearest station?' or 'What is the horsepower of this loco?'. Some fiendishly tricky. The Secretary's score of 30% is not to be taken as an average. Thank you Jim for a pleasant evening.

Latest figures supplied for Queensland by the Federal Registrar show our membership to be

94, including 11 new members. It is pleasing to note the number of members actively engaged in scratchbuilding these days, particularly Queensland modelling. I was reminded recently of the good attendances in the days prior to the introduction of TV into Brisbane. Previous to this, a great deal of modelling was done, particularly in the traditional Queensland scale of Sn3½. The advent of TV brought with it a sharp drop in attendance, the Branch losing many active members and almost ceasing to exist. Today, with TV commonplace and integrated into our society, we appear now to have a trend toward manual skills again. I hope it continues for the benefit of our hobby.

I'm starting to reminisce. Must be getting old.

Jim Christie

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

## QR LAYOUT NEWS

In early November, the QR electrification layout wagon returned to Brisbane after several weeks touring Central Queensland. Unfortunately, a Branch member was not able to travel with the wagon. The tour was considered a success, however, the rolling stock took a severe battering and Arthur Hayes has spent many hours doing repairs.

A conference between railway personnel and Branch officials was held soon after the layout's return. It is hoped that any problems will be ironed out before the layout's next tour around Queensland.

Constant attention and maintenance, more tender loving care and extra protection for derailed rolling stock on the return loop are some of the things which will be required as the layout and rolling stock gets more use.

A further layout tour is planned for early 1986.

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

## CLUBROOM NEWS

Our October monthly meeting saw our Annual General Meeting take place. The reports from the officers of the Branch showed another successful and interesting year for the Branch.

Following the business section of the meeting, Jim Bilby presented a well prepared talk on 'kit construction'. Thank you Jim.

A video evening was arranged also for November with a presentation by John McDicken (a past President of the Branch) which showed scenes from the AMRA Exhibition, Lithgow Zig Zag and QR's

BB18 $\frac{1}{2}$  1079 around Brisbane on an ARHS tour.

The November monthly meeting entertainment was presented by Stewart Wall. His excellent illustrated talk on drawing plans from photographs was most interesting. His lesson is covered in an article in AMRM No 82 - January/February 1977 by Ross Hurley.

The North Cost Modelling Group visited us again in November, and everyone had an enjoyable afternoon running trains and comparing ideas. Of interest was a brass Tenshodo 2-10-2 which one of the group made from a kit in the early 50s.

Another visitor recently was Ian Venables, one of the 'old boys' of the Branch. Ian is presently Director of Division One of the Australasian Region of the NMRA.

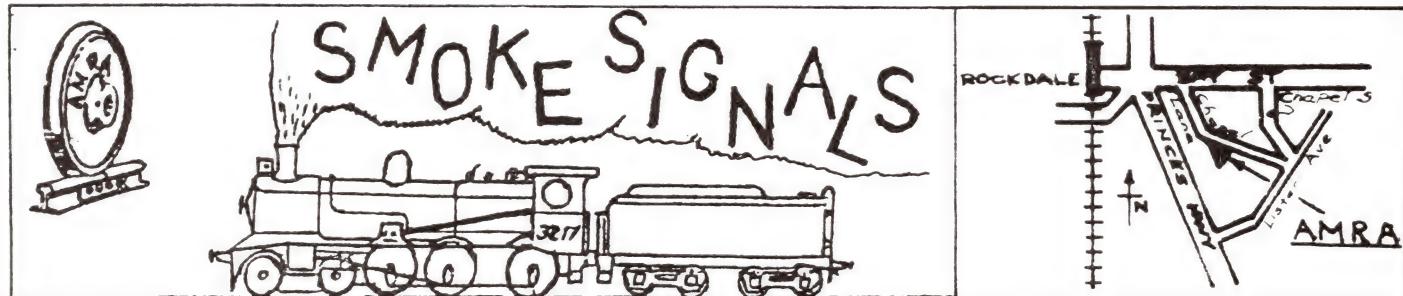
Ken Edge-Williams is now a 'regular' to the Clubrooms now that he's moved from Central Queensland to the Brisbane Valley. We believe he has another Branch member on the way.

John Newell has recently visited the Clubrooms on a number of occasions; he says he's carrying on with Sn3 $\frac{1}{2}$  while his teenage son is also interested in railway modelling.

\*\*\*\*\*

#### BRANCH TIMETABLE

Meetings continue as usual at the Clubrooms,



#### PRESIDENT'S PIECE

By the time you read this, the Christmas party will be behind us for nearly two months. I hope everyone enjoyed the evening, especially the surprise appearance of Santa Claus and a genuine 'sponge' cake! Just in case you didn't enjoy yourself, please let us know what you didn't like or what you consider should have been done differently. This is the first Christmas party held by the Branch in the last five years and I would like to think that it becomes a regular feature from now on. I was a little surprised at members' not taking up this offer of a social evening as we didn't quite make our 70 head count. We were especially pleased to welcome Gus and Marj Durham from Perth and David Brown from Melbourne, so what excuses do 'locals' have for not attending?

At the November Committee meeting we received our first N scale layout design proposed for the Clubroom annex. This proposal was very nicely illustrated by the team of four who intend constructing this layout. The decision on whether to proceed with this layout was to have been made at the January Committee meeting, the plan having been on display for members' perusal for two months prior as the annex is to be shared by both HO and N scale layouts. Did you study the proposal and offer comment? Better still, have you considered protecting your interests by teaming up with others to present your proposal? The Committee had not (as at December 1985) received any proposals for, nor interest in, a Z scale layout to utilise the quite extensive range of track and accessories available to the Branch.

I see the need for 'fraternities' of interest to be encouraged in the Branch as it is generally

Ground Floor, South Brisbane Railway Station, Grey Street, South Brisbane. The Clubrooms are normally open from 6 pm on Thursday evenings and from noon on Saturdays.

#### FEBRUARY

13	Thur	Workshop night - finishing the flasher units
15	Sat	Exhibition Fencing Work Day at River-view - details at the Clubrooms
20	Thur	Midday meeting for retired members
27	Thur	Monthly meeting with talk on 'simple buildings - 7.45 pm

#### MARCH

1	Sat	Layout maintenance and running
6	Thur	Layout running
13	Thur	Workshop night - starting on controllers
15	Sat	Layout running
20	Thur	Midday meeting for retired members
20	Thur	Monthly meeting - 7.45 pm (moved back a week to miss Easter)
		Slide competition topics:
		• Railways in the 80s
		• Steam hauled passenger
		• Historical railway scene

these that are determined to achieve a common goal. I can see a time when some meetings/work sessions will be held at different times to cater for 'special interest groups' - SIG as the NMRA call them. This in no way is meant to suggest or imply that 'click' groups be formed, but that that those that are prepared to achieve a common aim will be encouraged provided, of course, that their aim is not in conflict with the aims of AMRA.

The Committee have investigated the purchase of a television and video recorders (of both VHS and Beta formats) which would provide an increasingly important function of entertainment and instruction for members.

I have decided that I will not be standing for re-election as Branch President in February as I believe in a limit of two consecutive years applying to the office of president and, besides, I would like to see someone elected with clearly defined objectives for the Branch and a determination to achieve those objectives. To the members of the present Committee, I offer my thanks for their help and encouragement.

In your interests, I urge you to attend the Annual General Meeting on 1 February.

Bruce Norton

\*\*\*\*\*

#### OFFICIAL : CHARLES AND DI TO VISIT AMRA!!

I'm going to have to stop doing this, otherwise it could turn into a case of 'the boy who cried wolf'. Besides, my last column in Journal has cost me a mint in brand new \$100 bills. In fact, the Government mint in Melbourne has had to employ extra staff and work overtime to keep up with the demand created by my free offer in

the last issue of Journal! But, alas, if you are still reading, my headlines are obviously working.

I got quite a shock early in December when I received a very complimentary note from none other than Paul Kehoe about my airbrushing article. Thanks for your comments Paul!

Well, the Christmas party is over and was most enjoyable. I would like to express my sincere thanks to Peter Lawton for assuming the role of Santa from a decidedly thinner Branch Editor! Peter made one of the best looking Santas this person has ever seen - and he didn't even need pillows!

At long last, the idea of a new Branch layout (read layouts - plural) has gotten off the ground with both HO and N scale members submitting proposals for a layout to be built in the Clubroom annex. It is evident from the space that each of these occupies that they both cannot be accepted inter alia - that is, some compromise will need to be reached between both parties before a go-ahead decision can be made. It is for this reason that the Committee, at its December meeting, elected to defer such a decision until after February, so that the incoming Committee (elected at the AGM) will decide on the fate of these proposals. More comment on these proposals is made elsewhere in this edition of Smoke Signals for the benefit of those members unaware of the proposals.

I'm not sure that I agree with Bruce Norton's idea of 'specialist groups' forming within AMRA. I feel that certain and distinct 'factions' would develop as a result, with each having to compete against the others for finance and the very limited space we have at the Clubrooms at Rockdale. I spent four years as an executive of a certain political party and my experience has shown that factions almost invariably lead to divisions and in-fighting within the overall structure of an association. You might notice that the tone of my columns of late has been one of aiming for unity within AMRA. I fail to see how 'factionism' will create that unity. Just ask Bob Hawke.

We are about to break into the movie business with the arrival of a new colour TV and two video recorders - one in VHS, the other Beta, so you can look forward to a very interesting and different program of 1986. I personally believe that we could put the 'bite' into the Committee for a video camera so that we can make our own movies of events such as modelling clinics and perhaps either sell copies of these or loan to other clubs or associations in the hobby.

Or, how about a feature film? I hereby apply for the job of Executive Producer/Director of our first full-length feature film - Mad Max IV - Beyond Amradome - starring Norm Read doing a Rambo on the Club layouts.

I would now like to put the 'bite' into all of you. Smoke Signals presently is virtually Philip Morgan's One Man Show in that most of what you read in Smoke Signals has been written by me. This isn't because I just like to see my words in print, but because none of you are writing anything for Smoke Signals. I'm not for one second suggesting that I object to preparing the Branch Newsletter (in fact, I love it), but that, being a Branch newsletter, it should be supported by the Branch as a whole - and that means members writing articles and the like (book reviews, modelling hints, jokes, cartoons, the list is endless) for inclusion therein. An editor should be just that - an editor, a co-ordinator - and not the chief writer. Again, I'm not complaining, it's just that I'd like to see more membership participation.

So, if you have any ideas for articles or anything you would like to see in Smoke Signals or in Journal generally, please contact me. As Dirty Harry would say, 'Go ahead - make my day!!!!'.

I sign this somewhat tongue-in-cheek as: Perry White, Clarke Kent, Lois Lane and Jimmy Olsen

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

#### LAYOUT NEWS

##### Hawkesbury

With the impending (mid-year) arrival of a new HO scale Club layout, Hawkesbury will be retired from general Clubroom use when the new layout becomes fully operational. It has long been felt that Hawkesbury, due to its 'duck under' design is not suited to Clubroom use and should only be viewed upon as a temporary 'Clubroom layout'. Hawkesbury will be retained for exhibition use only and will not normally be available for general use at layout operational meetings once the new layout is up and running.

Philip Morgan

\*\*\*\*\* \*\*\*\*\*

##### New Clubroom Layout Proposals

As mentioned elsewhere in this issue of Smoke Signals, two proposals for a new Clubroom layout have been placed before the Committee, one each from HO and N scale members. The N scale proposal is for basically an oval-shaped, continuous-run, duck under layout, slightly smaller than Hawkesbury in overall size. In terms of running length, the equivalent in HO would be approximately twice that provided on the Hawkesbury layout, with a number of stations, each with its own yard. The design of this layout has been displayed on the Clubroom notice board since mid-November 1985. If built, the N scale layout would occupy approximately 5/8 (i.e. more than half) of the total available floor space in the annex. Provision has been made for the extension of the existing HO wall layout into the annex along the northern end with a return loop in the corner near the doorway.

The HO proposal basically involves the construction of two return loops in the same room in diagonally opposite corners of the annex (one of which would be located in the right-hand corner as you walk in the doorway), with a connection to the existing wall layout. It is intended to provide for simultaneous continuous-run and point-to-point operations.

##### Comment

My own personal preference is for a walk-around layout of the type proposed by the HO scale members. I firmly believe that a duck under type layout is NOT suited to Clubroom operations and I know that the Victorian Branch agree. A visit to their Clubrooms in October 1985 revealed that their layout is currently undergoing major modifications in order to eliminate the duck unders. Duck unders are simply too difficult to get into and out of, especially for older members, and cannot be viewed as well from inside the operators' well as from outside by the public (as in exhibitions).

The layout proposed by four of the N scale members is, in my opinion, a massive layout. The main point of contention at present is whether there is sufficient interest and support in N scale to justify the construction of such a layout, especially if such construction is at the expense or exclusion of other members.

It is my firmest belief that any layout to be built at the Clubrooms (in whatever scale)

should be a layout (or layouts) for ALL members to enjoy, not just the wishes of a select few. As being one of the members involved in the negotiations for new layouts, this is a consideration which, as far as I am concerned, takes absolute priority. I am sure that the final proposals will be ones of unanimous acceptance.

As at mid-December, the negotiations were just starting. Members are urged to convey their ideas, suggestions and/or comments to either Bob Wardrop or myself as soon as possible (preferably in writing). The various proposals are on display on the notice board.

Philip Morgan

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

#### MODELLING COMPETITIONS : THE FUTURE

Due to the flagging popularity of modelling competitions in recent times, the Committee is seeking your suggestions on changes to the modelling competition program. What the Committee is trying to find out is why are the competitions such dismal failures? Why don't members participate? Is it because of the lack of prizes or trophies? Are there too many each year? What do you expect from modelling competitions, or should they be disbanded altogether? Among the options being considered is the holding of only one competition per year in conjunction with the annual exhibition.

Members are invited to convey their thoughts and suggestions to the Committee.

NOTE: All correspondence regarding NSW Branch matters should be sent to the appropriate person at -

PO Box 194  
ROCKDALE 2216

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

#### NEW MEMBERS

We would like to welcome the following people who have joined our ranks in the past 12 months.

R J and S Andrews, Peakhurst  
P Alekna, Chester Hill  
R Abela, Earlwood  
D W Abberfield, Cardiff North  
K N Bardon, Lilli Pilli  
J W Bryan, Macquarie Fields  
J W Byrne, Miranda  
J Cruisckshank, Windale  
S J Chapman, St Clair  
R Day, The Junction  
G L Edmond, Ambervale  
M Ellis, Miranda  
E N Garde, Blaxland  
M R Goldrick, South Hurstville  
R Gore, Edgeworth  
L Harris, Caringbah  
S Henry, Kingsgrove  
C C Herbert, Penrith  
P A Hunt, Mosman  
R Howarth, Miranda  
K, A and G King, Booragul  
D Kirkland, Sans Souci  
JJ and D Keep, Padstow  
A Lee, Seven Hills  
B R Mumford, Forbes  
C Lewis, Parramatta  
N Moggs, Monterey  
P J McMahon, Cronulla  
C T Nightingale, South Hurstville  
D O'Brien, Seven Hills  
C J Stapleton, Hurstville  
C F Schuster, Holt, ACT

C A Stevens, Campbelltown  
D E Sisson, Loftus  
R Tacelburg, Coogee  
S M Vowles, Springwood  
J Williams, Speers Point  
A Williamson, Regentville

We hope that your membership with us is a long and most rewarding one.

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

#### NEW RULES FOR OPERATION OF CLUBROOM LAYOUT

The Committee has approved new rules, from December 1985, for the operation of Clubroom layouts. These rules are displayed on the notice board and are reproduced below. Of note is the abandonment of the need for 'qualified operators'. These rules are now being strictly enforced and abuse of those rules may lead to exclusion from the layouts.

\*\*\*\*\* \*\*\*\*\*

#### AMRA NSW BRANCH

##### RULES FOR OPERATION OF BRANCH LAYOUTS

1 Layouts to be operated by financial members of AMRA only, or visitors at the discretion of the individual layout supervisors.

2 Only operational locomotives and rolling stock to be on layouts, i.e. boxes and unserviceable equipment must NOT be stored on layouts.

3 UNDER NO CIRCUMSTANCES are members or visitors permitted to handle equipment not belonging to them without the express consent of the owner of that equipment.

4 All track is to be inspected and cleaned, if necessary, BEFORE any equipment is placed on the layouts and BEFORE any operation of said layouts takes place.

5 No more than TWO operators should be at each control station.

6 Reasonable and sensible speeds must be observed AT ALL TIMES.

7 Conversations between operators and/or panels are to be by telephone (where applicable), i.e. no shouting across the hall.

8 Members (or visitors under approval) who have difficulty operating the layouts are to notify the appropriate layout supervisor.

##### 9 HAWKESBURY LAYOUT

Not more than FOUR operators are to be in the operators' well at any one time, except where driver training is in progress, in which case the maximum permissible is FIVE.

##### 10 LAYOUT SUPERVISORS

Layout supervisors may, at their discretion, remove operators from the layouts for failure to comply with the abovementioned rules.

##### 11 LAYOUT OPERATORS

In the aforementioned rules 'Layout operator' means any person who, subject to the above regulations, is engaged in the actual movement of trains on the layouts, whether in continuous or shunting operations, and does NOT include spectators.

Authorised by COM  
AMRA NSW BRANCH  
December 1985

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

SALES CUPBOARD OFFERINGS

Four new items have been added to the stocks.

- . Burrs - these are dental burrs with a fairly large round head, packet of six \$1.50
- . Switches - single pole double throw, two position toggle, medium size with 6.3 mm spade terminals (to which wires may be soldered) \$0.20 each
- . Switches - miniature slide, double pole double throw, two position \$0.10 each
- . Gauges - AMRA track and wheel standards gauge is again available, although in short supply HO only \$5 each
- HO and N track gauges \$2.50 each

See the notice board for complete listing of sales cupboard offerings.

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

TIMETABLEFEBRUARY

1	Sat	Annual General Meeting
14	Fri	Layout operation - Clubroom preparation
15	Sat	Inter club workshop/clinic
		Painting - Some Aspects Of
28	Fri	Slide show and commentary by Ray Love Branchlines, Part 2 - Southern NSW

MARCH

1	Sat	Auction
14	Fri	Films from the National Film Library
15	Sat	Layout operation
28	Fri	Good Friday - no meeting

APRIL

5	Sat	Layout operation
11	Fri	NMRA Tape/Slide clinics

\*\*\*\*\* \*\*\*\*\*

NOTES ON TIMETABLESaturday 15 February - Inter Club Workshop/Clinic

AMRA will be hosting this event at our Rockdale Clubrooms and the topic will be 'Painting - Some Aspects Of', and will feature a session by Val Bennett on painting those tremendous backscenes which grace Hawkesbury, the N Gauge layout and Dave Bennett's modules.

James McInnerney will demonstrate how to weather your layout and rolling stock.

Friday 28 February - Slide Show and Commentary by Ray Love

This presentation by Ray Love on Branchlines in the south of NSW should prove as interesting as Ray's previous coverage of northern and western branchlines. Ray's extensive slide collection on many railway related subjects provides a valuable insight into what has existed and what remains of the former NSWGR.

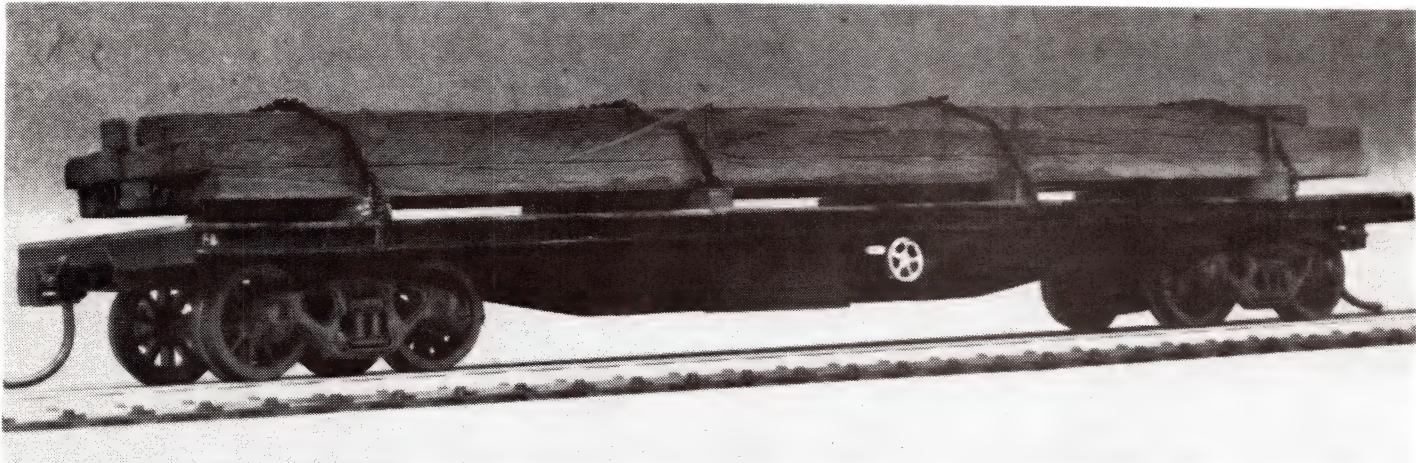
Saturday 1 March - Auction

Here is your chance to change that surplus equipment into cash and have an entertaining afternoon. Please have all equipment/goods presented before 1415 hours as the auction will commence at 1430 hours. Auction forms are always available from the Clubrooms prior to the day, so save yourself and others the hassles by cataloguing prior to the day.

\*\*\*\*\*

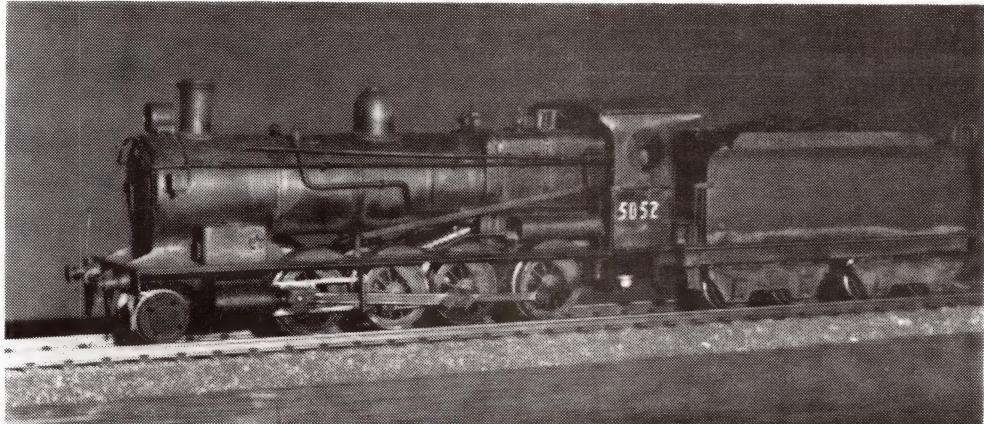
FB class timber wagon. Built on ART kits GLX underframe by Bruce Norton.

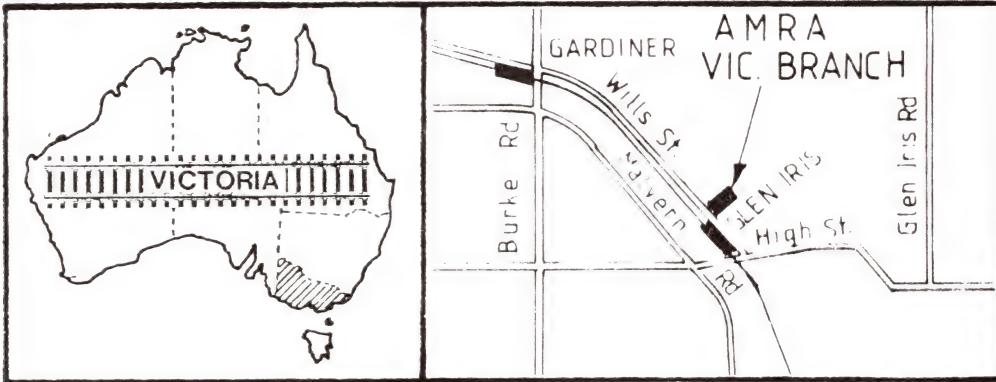
Photo by J Parker



Locomotive 5052, one of the original Bergs 50 class purchased in 1970 and still going strong.

Photo by Geoff Brown



PRESIDENT'S MESSAGE

I trust that everybody had a happy and enjoyable Christmas/New Year.

At the December meeting, presentations were made to Victorian members for outstanding service to the Association.

The Meritorious Award for 1985 was presented by Jack Treseder on behalf of the Federal Committee of Management to Manfred Ebinger for his work to the Association. Manfred has been a moving force with the Club layout and has put a lot of his spare time into benchwork and tracklaying. Whenever work needs to be done, Manfred is there, once again, congratulations.

The President's Award was presented to another of our tireless workers. I speak of Elizabeth Secker, and on behalf of the Victorian Branch Committee of Management, and I'm sure all the members, I would like to thank Elizabeth for the effort she has put into the Club. Besides the onerous task of looking after the catering requirements at the Camberwell Exhibition, Elizabeth has also been involved in other facets of Club activities. Of particular note was a Social Evening both Elizabeth and Marie Lloyd organised last year. Each family brought a different dish, which made for a superb evening. What a wonderful idea. It is hoped that we can have a similar evening this year.

It is also pleasing to report that the Club layout is going ahead at a very rapid pace. What has been achieved in the short time since the layout was partially demolished is outstanding. Keep up the good work fellas. For those who want to learn new skills in layout construction, just come along to the Tuesday work nights.

For those who are interested in the prototype, you will no doubt be aware that the industry is in a process of considerable change. The indications are that this year will see a reduction in the use of some locomotives and rolling stock. By the time you read these notes, some of the changes will have already taken place. What can be expected is the progressive withdrawal of the B and S class, so if you want a photo of a B class in the Cup and Saucer livery, get it now. Also, the rest of the flat topped T class not converted to P class are slated for withdrawal and long term storage this year. The same applies to approximately 20 of the Y class. Remember for that action photo of B64 on a train, do it now, tomorrow might be too late.

Dates to Remember

The next working bee at the Clubrooms is scheduled for 16 February. The Club Open Day is to be held on 23 February, starting at 11 am - I would like to see you there. Here is your opportunity to meet members from other organisations and perhaps gain some new ideas.

Geoff Brown

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

PROGRAMFEBRUARY

- |    |      |   |
|----|------|---|
| 13 | Thur | General Meeting - Guest Speaker - V/Line      |
|    |      | Model - VR 'M' Wagon (kit)                    |
| 16 | Sun  | Photo - Model Water Tower/Tank                |
| 23 | Sun  | Working Bee - 10 am                           |
|    |      | Open Day - BBQ lunch - invited guests - 11 am |

MARCH

- |    |      |  |
|----|------|--|
| 6  | Thur | Setting Up Exhibition - Camberwell Civic Centre  |
| 7  | Fri  | )  |
| 8  | Sat  | ) Exhibition - Camberwell Civic Centre   |
| 9  | Sun  | )  |
| 10 | Mon  | )  |
| 13 | Thur | General Meeting - Show (and Tell) your Locomotive, Rolling Stock or Structure Model - Open (Standard Categories) |
|    |      | Photo - Prototype Passenger Train - Loco and four vehicles minimum consist                                       |
| 30 | Sun  | Running Day - Your Equipment - 1.30 pm   |

APRIL

- |    |      |  |
|----|------|--|
| 10 | Thur | General Meeting - Clinic Night - Demonstrations on how to do it        |
|    |      | Model - Australian Produced Kit  |
| 20 | Sun  | Photo - Model Passenger Train - Loco and four vehicles minimum consist |
| 27 | Sun  | Mini Convention - At the Clubrooms                                     |
|    |      | Running Day - Your Equipment - 1.30 pm                                 |

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

GENERAL NEWS

November meeting syllabus item was a 'Drawbar Competition'. The format provided four sections:

- 1 Models of steam outline with traction tyres
  - 2 Steam outline without traction tyres
  - 3 Diesel outline with traction tyres
  - 4 Diesel outline without traction tyres
- The formula used for determining the winners in each section was -

$$\frac{\text{mass lifted}}{\text{loco mass}} \times 100$$

giving an efficiency rating expressed as a percentage. The results were as follows:

Steam with traction tyres

R Thomas Kato JNR 2-8-2 N Gauge 17.5%

Steam without traction tyres

M Laidley DJH Kit LNER U1 Garratt 2-8-0 + 0-8-2 HO 25.9%

Diesel with traction tyres

D Brown Lima NSW 44 Class (2 motors) HO 61.1%

Diesel without traction tyres

A Jenkinson Atlas Santa Fe RR SD40/2 HO 22.2%

This competition created a great deal of interest and just went to show that the biggest locomotive is not necessarily the best performer.

COMPETITION RESULTS

Modelling Competition - Australian Produced Kit  
Bob Edwards VR M Wagon 96 points

Photographic Competition - Road Over Rail Bridge  
Slide Manfred Ebinger North Bendigo Station  
90 points

December meeting was Christmas break-up night, so no syllabus item, but the time so available was (too) well spent consuming the contents of the plates brought along by the membership.

PRESENTATION OF AWARDS

Presentation of the 1985 Federal Meritorious Award was made to Manfred Ebinger and the Victorian Branch President's Award to Elizabeth Secker. Congratulations to these worthy people and thank you for the efforts that gave rise to the awards.

There were no competition entries, so what about it for 1986?

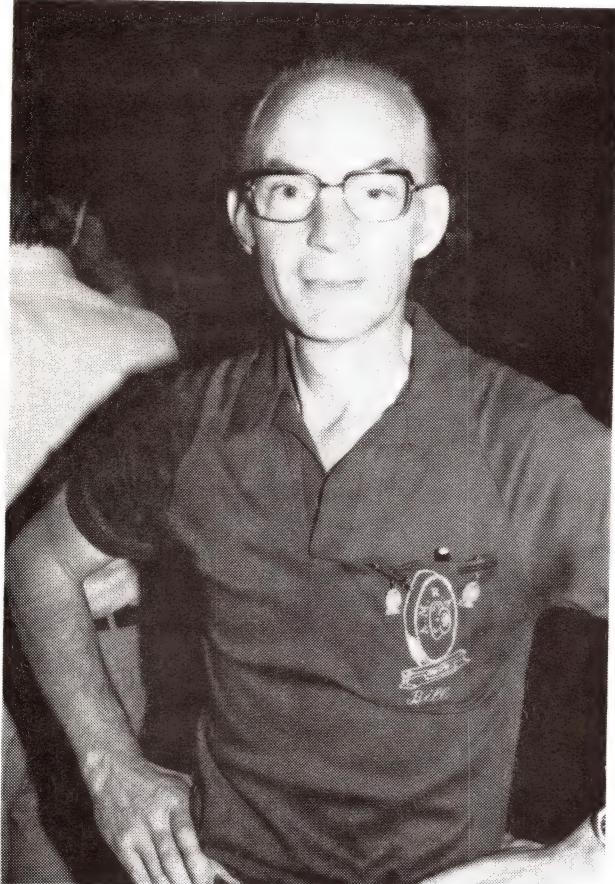
Don't forget that the roster sheet for the 1986 Exhibition still has plenty of room for more names.

The President's greetings for Christmas and the New Year were received with acclamation and returned.

Progress on the revamping of the Club layout proceeds apace, but there is still room for volunteers to move it even faster!

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

VIC

FACES AROUND THE BRANCH

Bill Secker's claim to fame, apart from being the husband of Journal's Advertising Manager, is that of Layout Manager for the Branch.

Photo by Roger Lloyd

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

LIBRARY NEWS

The Ern Raddatz bonanza continues. The Complete Book of Model Railroading by David Sutton was published by Prentice Hall in 1964, and is still thoroughly readable today. It is large, large and encyclopaedic, and for the beginner might be a bit overwhelming, but for someone with a little knowledge, it is magnificent.

Two other standard items, both from the Kalmbach stable, are Scratchbuilding and Kitbashing Model Railroad Stations, edited by Bob Hayden, and More Railroads You Can Model, edited by Mike Schafer. They are both totally American, of course, but the description of techniques in the one, and of the possibility of operation presented by the various lines described in the other, are just as helpful wherever or whatever we model.

Also from Kalmbach is a curiosity. The title is, according to the spine, A Railroad for Tomorrow. The title page calls it Pattern for a Railroad for Tomorrow, 1960. It was written in 1945. The author, Edward Hungerford, had his own vision of Utopia, the railroads of America linked in One Big Railroad. The story is told by a reporter sent over by The Times, to report on How The Americans Do It; the story is presented as a history of American railroading, from year 1 to 1960. I wonder what he'd have thought of Amtrak.

Pocket Guide to American Locomotives by Walter A Luchs, was published in 1953. You'd need a large pocket. Details and a photo of hundreds of American and Canadian locos, classified by their wheel arrangements.

The Compendium of Signals by Roger F R Karl gives an enormous amount of information in a most convenient form. '111 pages of plans and data about signals' it says. Four of those pages are devoted to Europe (including Britain), but there's still lots of interest to anyone with any interest in signalling.

Another compendium - at least published by The Builder's Compendium, is a collection, Pennsylvania Railroad - Standard Maintenance of Way Plans. Details of crossovers, bridges, a wooden mail crane, and even an 'Iron Trespass Sign for Company's Private Property and for blind ends of Abutting Streets and Roads' (it says 'No Thoroughfare'). Delightful.

To Italy, and a collection of general arrangement drawings of Italian SR Locomotives (III Series). Included are locomotives, a vapore, elettriche, diesel and automotrice diesel.

To Britain, and a little book described as the '1066 and All That' of railways. Rapidly Round the Bend is the title, and it's by C Hamilton Ellis. I'll be interested to hear an opinion from someone who knows the British railways well. I expect he'd find it hilarious. I fear I'm in the state of one trying to find something funny in '1066...' without knowing British history. (I have a friend who insists he learnt history from that book. Whenever he couldn't see the joke he had to read some history to find out.)

To Australia, and it's sad to report that we had to buy this one. Locomotive in the Tropics by John Armstrong, is the first volume (to 1910) of a survey of Queensland's locomotives, published by ARHS (Queensland Branch). A very comprehensive work.

Another useful booklet received on our Talking Electronics subscription is Colin Mitchell's Starting in TTL. Based on a kit of parts which make up into the TTL Trainer, it is a pretty impressive do-it-yourself electronics course. Only one whinge: I couldn't work out what TTL stood for.

Another little piece of history from Ern Raddatz. This is the Permanent Way Manual, subtitled Layout and Operation of Model Railways, by Henry Greenly, first published in 1937 (this is the 10th edition, 1950). It was produced to support the Trix Twin Railway, which is no more, but it still reads as an extremely good manual of operating practice 'in a railway-like manner'.

Local histories may be badly written, full of inaccuracies, and reflect the prejudices of the writer (all of which can well be said of some professionally produced histories as well), but they do bring into the open quite a lot of fascinating detail that we'd otherwise never see. Tempe-East Hills Railway by B J Madden is an example. It was produced as Monograph 13 by the Hurstville Historical Society in 1981. I hasten

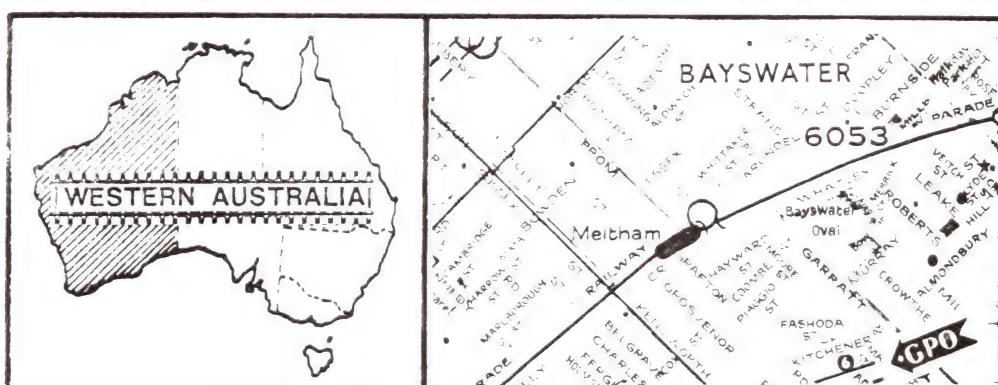
to add that it is not badly written, and I can't check on either the accuracy or the prejudices of the writer. Hoping that saves me from any libel suit, I'll just add that it includes details like that of the local kids bribing the drivers with billies of blackberries to ride in the cab.

The State Rail Authority of New South Wales issued in 1970 a very useful booklet, Locomotives, New South Wales Rail System, and have kept it up to date; the latest being dated December 1984. It includes a side elevation and a layout sketch, a photograph and a set of specifications. Don't go to it for colour schemes; the colour printing is pretty dreadful, but it's a thoroughly useful little book all the same.

Brian Southwell  
LIBRARIAN



Branch Secretary - John Harry, 68 Lahona Avenue,  
EAST BENTLEIGH 3165



EXTRACTS FROM BRANCHLINE

#### **TIMES OF MEETINGS**

Mondays and Wednesdays - 8 pm  
Saturdays - 2 pm

All meetings will be held in the Clubrooms, on Meltham Station. The rooms will be opened 15 minutes earlier than the above times.

\*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*

## 1985 RAILWAY MODELLING COMPETITION

On Saturday 19 October, the judging of the models entered in the 1985 Railway Modelling Competition took place.

This year's competition attracted 30 entries from 14 entrants, with the entries spread over seven of the nine possible categories. The category which attracted the most entries this year was 'Kit Built Rolling Stock' in which nine models were entered.

The highlights of the competition were, firstly, Adrian Du Heaume's SR (ex South Eastern and Chatham Railway) 'Birdcage' set of three coaches with superb super-detailing right down to the passengers holding newspapers that could be read, with the assistance of a magnifying glass. Such action revealed, however, that the 'newspapers' were, in fact, photo reduced copies of the Perth Metropolitan Area telephone directory! The second highlight was the extremely high standard of two models entered in the 'Scratchbuilt Structures' category, namely, Rich Stallard's model of a WAGR standard goods shed and John Miller's model of a Co-operative Bulk Handling 'A' Class wheat bin. These two models were of such a high standard that only one half of one point separated them in the judging.

In concluding this report on what I considered to be a very successful competition, I would like to thank, firstly, all the entrants and the

judges - for without you there would not be a competition - and, secondly, Alan Porter and Simon Mead - for without their efforts and co-operation I would have had to work many times harder to manage this Competition.

### PRIZE WINNERS

#### KIT BUILT LOCOMOTIVES

Paul Kehoe - LNWR Steam Rail Car

#### R-T-R MODIFIED LOCOMOTIVES

John Martin - LNER A3 Locomotive

#### SCRATCHBUILT ROLLING STOCK

Adrian Du Heaume - ex SECR 'Birdcage' Set

#### KIT BUILT ROLLING STOCK

Richard Stallard - Freelance WAGR Wagon

Ted Thoday - GWR Fish Wagon (Highly Commended)

#### SCRATCHBUILT STRUCTURES

John Miller - WAGR/CBH Wheat Bin

Richard Stallard - WAGR Goods Shed  
(Highly Commended)

#### KIT BUILT STRUCTURES

Jim Hidden - London Transport Bus

#### BEST WA PROTOTYPE

John Miller - WAGR/CBH Wheat Bin

### OSSIE GULLY CUP FOR THE BEST MODEL IN THE COMPETITION

Adrian Du Heaume for his SR (ex SECR) 'Birdcage' set of three coaches

Graham Watson  
Competition Manager

\*\*\*\*\*    \*\*\*\*\*    \*\*\*\*\*    \*\*\*\*\*

### MODELRAIL '85

It never ceases to amaze me the way that Branch members co-operate to make the task of organisers of these 'public' events so enjoyable, and how they pitch in with a minimum of direction to get the various jobs done in the shortest time and with no fuss at all.

So it was with ModelRail '85, everything set up and in its place within two hours of opening the hall, giving us plenty of time for a 'cuppa' before opening to the public. The take down and clear up was complete within 45 minutes of the closing time.

Thank you to our willing band of helpers for a job well done. You made my task so much simpler on the day and to those who did their 'bit' in the days before.

To those who accepted the invitation to participate, congratulations on the professional way you presented yourselves, your stands and the specialist groups to which you belong - well done!

I was extremely pleased to see the high standards set in previous years are being maintained in the models entered in the Railway Modelling Competition. Well done all the entrants - you have got to be in it to win it.

Congratulations are also due to Graham Watson for organising and running the Railway Modelling Competition and to the judges for the hard work they put in on the Saturday afternoon, particularly one judge who had attended a reunion at his old school during the morning and had partaken of a fine lunch! Thank you, gentlemen!

If you didn't enter the Railway Modelling Competition and didn't come to ModelRail '85, you will probably never know the opportunity you missed in not talking to, and watching, those experienced modellers showing off their talents and wares. Make a note in your diary for next year's combined event. Start that competition entry NOW!

Ted Thoday

\*\*\*\*\*    \*\*\*\*\*    \*\*\*\*\*    \*\*\*\*\*

### LAYOUT NOTES

#### HALTWHISTLE LAYOUT

Peter Dean has recently started work on the installation of a headshunt at Haltwhistle station, with associated rearrangement of pointwork in the station throat. This will allow for the goods yard to be shunted without obstructing the running lines to the platforms and will also allow the removal of the point that lies across the baseboard joint and which has in the past presented some difficulties when assembling the layout.

I am sure that Peter would not object to some assistance with this project.

Barry Keens has recently rebuilt the church at Haltwhistle and has started to 'tidy up' the rest of the village. Thanks, Barry.

### COLORADO PACIFIC RAILROAD

The Colorado Pacific Railroad (i.e. the new N gauge layout) has been making concrete (or rather timber!) progress recently. The baseboards were all assembled in a trial run recently to check that they fitted together properly. Work is now under way on cutting out supports and track bed. Once the track bed is laid, demolition will start on the old N gauge layout and we can start laying the salvaged track.

\*\*\*\*\*    \*\*\*\*\*    \*\*\*\*\*    \*\*\*\*\*

### DAVE LANDER MEMORIAL TROPHY

Many of you will be aware that shortly after Dave Lander passed away, his friend, Terry Leam, presented the Branch with a trophy to be used to encourage modelling in N scale. Your Committee feels that there is at present insufficient interest in N scale locally to warrant using the Trophy for this purpose.

After a great deal of thought and agonising, it has been decided to use it as a permanent record of those members of the Western Australian Branch who have been awarded the Meritorious Award of the Association.

The Trophy takes the form of a circular wooden centre piece mounted on a stand and varnished. The stand bears a plate carrying the legend 'The Dave Lander Memorial Trophy'. The wooden centre piece bears a central circular plates describing the Trophy's use. This is surrounded by 24 rectangular plates, arranged as the spokes of a wheel, on which are engraved the name of the recipient of the Meritorious Award and the year of award.

Ted Thoday

\*\*\*\*\*    \*\*\*\*\*    \*\*\*\*\*    \*\*\*\*\*

### BOOK REVIEWS

#### THE GREAT WESTERN COLLECTION

by The Guild of Railway Artists

ISBN 0 7137 1608 8    160 pages    258 mm x 304 mm  
landscape format  
Blandford Press    61 colour illustrations    Price -  
see text

Brian Hollingsworth writes an introduction and explanation of this collection of paintings which were especially commissioned by The Guild of Railway Artists to commemorate the 150th anniversary of the Great Western Railway. The paintings illustrate many day to day facets of the things that made the GWR 'Great'. Not only are there the glamourous things such as locomotives,

but also the more routine and perhaps mundane things such as the family moving house, the buses, steamers and aeroplanes. The detail in the paintings is superb and would assist any period modeller to 'get things right'.

To say that this collection is unique would be the understatement of the year! There are three editions of this book - the 'Limited' Edition at £350.00, the 'De Luxe' Edition at £95.00 and the 'Standard' Edition at £19.95.

Full details are available from Blandford Press, Link House, 25 West Street, Poole, Dorset BH15 2SS, England.

\*\*\*\*\* \*\*\*\*\*

The following six books are published by Wild Swan Publications Ltd in a 'magazine' style format 210 mm x 273 mm with plasticised card covers and five of them are part of Wild Swan's contribution to the GWR's 150th Anniversary Year.

#### GREAT WESTERN RAILWAY TRAVELLING POST OFFICES

by J G Hosegood

ISBN 0 906867 16 9 76 pages £ 4.95

A fascinating insight into this little known, or publicised, aspect of railway operations. The author describes the history of the railway postal services, the development of the equipment and the influence that the Post office had (and still has?) over the operation of these services, so much that they can, and do, dictate train formations and timings, etc. Illustrated with photographs (some very ancient), drawings, timetables, locations of all exchange apparatus and some anecdotes, such as the fireman getting his fire rake off the tender as the locomotive passed the postal exchange apparatus.....

As these services interconnected with other railways and the design of the various apparatus was controlled by the Post Office and tested on the other railways, this book should be of interest to all.

\*\*\*\*\* \*\*\*\*\*

#### BRITISH RAILWAY JOURNAL - SPECIAL GWR EDITION 1985

Co-edited by P Karau and G Beale

ISSN 0265 4105 85 pages £ 3.00

A special issue of 'British Railway Journal' devoted entirely to the GWR, it contains eight lengthy historical articles, each on a different aspect of GWR operation, well supported with photographs and drawings. Some of the photographs are well over 100 years old.

Each of the articles deserves a review of its own to do full justice to the publication.

If you are into the GWR, you MUST have this on your shelf!!

\*\*\*\*\* \*\*\*\*\*

#### AN EDWARDIAN ALBUM OF GREAT WESTERN PASSENGER CLASSES

by R Carpenter

ISBN 0 906867 11 8 56 pages £ 4.50

A pictorial album with lengthy and informative captions. The photographs are all previously unpublished and come from a collection of glass negatives taken between 1902 and 1904. Although a few show their age, their inclusion is fully justified for their historical value. Just over half the photographs were taken at Oxford, the remainder at Wednesbury, Dudley, Exeter and Teignmouth. The backgrounds of the photographs provide a wealth of detail for modelling purposes.

\*\*\*\*\* \*\*\*\*\*

#### THE ABINGDON BRANCH

by N Trippett and N de Courtains

ISBN 0 906867 29 0 70 pages £ 5.50

The de Courtains family are well known in the North Berkshire area and your reviewer considers Nicholas well qualified to write this type of book.

A nostalgic trip for your reviewer who lived and worked in the Abingdon area for some years, and was at one stage a regular user of 'The Bunk' as the auto-train from Radley down the branch to Abingdon was affectionately known.

A description of the history of the line, starting with the Abingdon Railway in 1856, plenty of photographs and some drawings, etc. Some of the photographs show their age, but are well worth being included for their historic value.

Not your 'typical' GWR branch line - just two miles long from the junction with the Oxford to Didcot main line at Radley to Abingdon, it was well used in its heyday with plenty of goods traffic, as well as 'The Bunk' for the passengers. Would make an interesting model.

\*\*\*\*\* \*\*\*\*\*

#### GREAT WESTERN RAILWAY LOCOMOTIVE ALLOCATIONS FOR 1921

by I Harrison

ISBN 0 906867 21 5 32 pages £ 2.95

This book is divided into two major sections - the first lists the locomotives by class in numerical order with shed allocations. The second lists each shed with its locomotive allocations. Three appendices show locos on loan to, and from, the GWR, and being repaired away from the GWR. A number of photographs are included with brief captions.

\*\*\*\*\* \*\*\*\*\*

#### ARCHITECTURAL MODELLING IN 4 MM SCALE

by Dave Rowe

ISBN 0 906867 12 6 72 pages £ 3.95

Dave Rowe is a modeller of considerable repute - his model buildings have to be seen to be believed. His models in the town of 'Axford' have been shown in the British model railway press previously.

The book is a step-by-step description of the construction of one model building, with the text relating it to other buildings. It is not a 'blow by blow' account, but a look at the overall techniques, etc.

The book covers obtaining the information on the prototype, tools and materials, construction techniques, painting and weathering and a list of suggested further reading. Plenty of photographs, drawings and sketches. If you are, or intend to, model buildings, you cannot afford to be without this book.

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

#### HOW AMRA (MEMBERS) REPAIRED MY LOCO

She was a 2-8-0 Rivarossi model of a USA prototype, long discontinued and now with a stripped spline on one of the driving wheels. What to do? Glue it! With what? Better ask Ted at the next meeting. Will do.

Ted suggested that I try Loctite XYZ. It is red in colour, costs about \$7 and you get it from Coventry's.

Well to take off the driving rods you need a Rivarossi box spanner. Now, Tony Gray has a lot of Rivarossi stock - perhaps he has one

that I can borrow. Yes, he certainly has and will leave it in the meter box for me to pick up any time.

Of course, I collected it the next day. Tried the Loctite, but the wheel still moved on the axle. What to do now? Maybe Tony has Rivarossi parts catalogue to see if a spare wheel is available. Sure, he will check the catalogue. But no wheel listed!

I'll write to Australian Model Craft in Albury advising model details and wheel diameter. Back came the reply giving part number and cost.

A big worry now. If I take the axle out to fit a new wheel, I'll never get the quartering right. Better check with Tony again. The catalogue seems to indicate that wheels come in pairs fixed to axle, even with gear wheel fixed, so no problem with quartering. It's worth relying on AMC and Tony's judgement to send off the money.

Hey presto! Back comes the new wheels fixed on axle, gear wheel in the centre. Just a matter of taking off the base plate and dropping it in!

Thanks fellows and the Club spirit.

When in doubt, be like me and ASK.

George Bristow

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

## PROGRAM

### FEBRUARY

3 Mon The Diesel Locomotives of British Railways

One of our acknowledged experts (and former drivers) of BR diesel locomotives, Peter Dean or Graham Horton, will take us through the full range of diesel electric, diesel hydraulic and diesel mechanical locos which have run on British metals.

8 Sat General Club activities

12 Wed 'Bring your own' slide evening

Bring along some (up to a dozen) of your best model railway or prototype railway slides for the rest of us to enjoy. We would prefer to have slides shown on this evening which have not been seen before. A small prize will be awarded for the best slide of the evening as judged by those present.

17 Mon Club Projects evening

22 Sat Timetable Operations at Haltwhistle-on-Tyne using Club stock

26 Wed General Club activities

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

## DOWN THE GRAPEVINE

'Tis heard that Model Railway Journal (see description of this new magazine in the August 1985 issue of The Branchline) is shortly changing from quarterly publication to bi-monthly.

Recent correspondence with one of the co-editors indicates that they will also be shortly offering a 'surface air-lifted' service for we in the colonies. (Note that this Journal is being carried by the larger newsagents around Perth, e.g. Garden City News at the Garden City Shopping Centre.)

It was also interesting to note the explanation that 'MRJ' is produced, set, laid out and published by three of us, all part-timers with fairly demanding 'day jobs', families, etc'. Perhaps the editorial staff of that other model railway journal should take a very close look at 'MRJ' and make some comparisons. At least one of the three co-editors of 'MRJ' is also involved with stable mate from Wild Swan Publications, 'British Railway Journal', as co-editor.

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

## HAVE YOU SEEN?

### Railway Modeller

October: Hints on building 'Phoenix' aluminium coach kits. LYR hand crane model, plans and photographs. Castle Cary station, plans, photographs, prototype information. Minimum space 0 gauge. More on Lynbridge. The green machines. A 2-6-2T from a Hornby model. GWR wagon sheets. Barry Railway J Class 2-4-2T prototype information, photographs and drawings.

November: Helwith Viaduct in 4 mm. Train detection - route selection and indication - lines occupied - automatic train stopping. 7F, 8F and 4P in N scale. Edward Beal, OO pioneer. Castle Cary, Part II. Southern Wagon conversions. Outdoor 0 gauge Irish in 7 mm. More Welshpool and Llanfair. Vintage cars for OO. Peppercorn A1, photograph, drawings and information. N gauge layout under the bed.

\*\*\*\*\* \*\*\*\*\*

### Model Railway Constructor

September: Kit review of Churchward GWR and MR signal box kits. Books for collectors. Wireless control for garden railways. The Globe Hotel. Datafile on East Coast Joint Stock first class Twin Art sleeping cars. Point indicators. Datafile on a 'might have been' Lynton and Barnstaple 4-4-0T.

October: BR corporate image liveries for buildings, with a wealth of tabulated detail information. Two excellent exhibition layouts described in words and pictures - 7 mm and EM. Datafile on FER 31'6" main line brake van. Datafile on Manx Electric Railway vans. Making your semaphore signal arms bounce. Test bench on the Wren SR West Country 4-6-2.

\*\*\*\*\* \*\*\*\*\*

### Your Model Railway

October: Make your own motors. Wakely Keyne - see the detail in this 009 layout. Construction of ABS kit for the Gresley V4 2-6-2. A fold out article on BR Class 5MT and on Metropolitan Railway No 1 0-4-0T. More on scratchbuilt cranes. 'The White Hart', a 4 mm model pub. Colin's Corner on countersinks, milling cutters, reamers, hardening and tempering for D-I-Y enthusiasts. American Z gauge.

November: Constructing D&S Models etched brass kit of the GER 50' corridor brake third. Sprung compensation - beams or springs. Conrad track system reviewed. BR banana vans - prototype information and photographs. A scratchbuilt 'Claughton' in S scale. Two rail wiring with colour coded diagrams. Review of Q Kits loco sound system.

\*\*\*\*\* \*\*\*\*\*

### Practical Model Railways

October: Drawing and photo of the 'Feathers Hotel' in Ludlow - flamboyant half timbering. Building the Modern Outline etched metal kit of the BR Class 40 diesel. More on scratchbuilding 009 coaches in Plasticard. Building a Michelin railbus. Review of whitemetal kits of LMS and LNER Garretts. Shoppers Guide to British outline N gauge locomotives.

November: Modelling BR tank wagons in N scale. Modelling an LBSCR six-wheel brake van in Plasticard. Details on BR Class 47 diesel loco variants, improving the Hornby model. Shoppers Guide to BR N gauge rolling stock. Improving Lima OO carriages. Trams in OO.

\*\*\*\*\* \*\*\*\*\*

Scale Model Trains

July: (This magazine is now back to monthly issue.) Garden railways - laying the foundations. Loco Focus on the LMS 'Patriots'. A dairy for your railway. First of a new series on 'starting in model railways'. SNCF Autorail. BR two-axle steel traffic wagons - prototype information. Modelling MR three-plank wagons. Detailing and converting the Hornby 'Patriot'.

August: Ratio kit for provender store examined and enlarged. Updated information on BR Class 31 'Baby Brush' diesels. More on 'Starting in Model Railways'. the 'Timesaver' layout and 'soopa doopa' shunting puzzle. Garden railways - realistic scenery. HO/00 outdoors. A Hornby 'Duchess' conversion to 'Princess Anne'.

\*\*\*\*\* \*\*\*\*\*

Trains Illustrated

No 55: The Waverley Route from Carlisle to Edinburgh. 125 years of Exeter Central Station. Station Portrait - Torre (Devon). Ireland's electric railways 100 years ago. Firing on the GER 'Jazz' service. Travelling Post Offices. through trains from Liverpool 1836-1959.

\*\*\*\*\* \*\*\*\*\*

Locomotives Illustrated

No 42: (As from issue No 43 this is to become a bi-monthly publication) GER 'Claud Hamilton' 4-4-0s.

\*\*\*\*\* \*\*\*\*\* \*\*\*\*\* \*\*\*\*\*

**WHAT'S IN A NAME? — 2**

Some more examples of nicknames given to British locomotives by their handlers as expressions of love, hate, humour, testiness, inspiration, perspiration, etc.

BANTAM HEN: Nickname given to one locomotive. Shortly before his death, Gresley designed a special 2-6-2 tender locomotive to tackle increasing workloads on the LNER's West Highland route. A small lightweight version of the highly successful 'Green Arrow' type, No 3401 'Bantam Cock', first of the class went straight to Eastfield shed, Glasgow in 1941. A sister engine, No 3402, which later kept her company, was never named, but Eastfield men soon christened her 'Bantam Hen'. Although highly successful in operation, the class proved too expensive to build to justify further production.

MRS JONSON: A much earlier version of the 'Bantam Hen' situation; this time on the Oxford, Worcester and Wolverhampton Railway. Two small 2-2-2 well tanks of very elaborate appearance were supplied by Robert Stephenson and Co in 1859, with inside frames, outside cylinders, ornamental domes and large cabs with side windows. Numbered 52 and 53, the first bore the name 'Ben Jonson'. Later, as GWR engines, they jointly worked the Chipping Norton branch, whence the un-named locomotive became well known locally as 'Mrs Jonson'. Both were withdrawn in 1878.

KLONDYKES: When H. A. Ivatt produced GNRs, and Britain's first Atlantic in 1898, the Western World was gripped by Gold Rush fever and 'Klondykes' the type became. For two years, No 990 remained sole engine of her class, then 10 more were added in 1900 and the numbers were doubled by 1903. Although almost immediately overshadowed by the larger Atlantic which Ivatt had introduced in 1902, the initial emergence of the 'Klondyke' made an enormous impact on all concerned. Even

the fact that No 990 was too long for the turntable at Kings Cross, and had to move out to Hornsey to be turned, was regarded with awe rather than in realistic terms. The LNER classified the type as C2, and withdrawals did not begin until 1935. The class did not survive to enter BR stock, but the prototype, 'Henry Oakley', was retained for preservation and can now be seen in the National Railway Museum at York.

TISHIES: In 1923, under the supervision of Captain Beams, ex-LNWR Loco Superintendent, four 'Prince of Wales' 4-6-0s and one new engine of the same type were fitted with Walschaerts valve motion outside the frames. (The 'Prince of Wales' was an inside-cylindered locomotive.) The object was to eliminate the hole in the connecting rod from which the valve drive is taken in locomotives with Joy's motion; thus minimising the chance of bent rods when valve friction became excessive. The odd visual effect of the crossed rods of the Walschaerts motion resulted in the first of these engines being nicknamed 'Tishy', after a well-known racehorse which vexed owner and punters alike by crossing its forelegs when running - and falling! The new 'Prince', built by W Beardmore and Co in May 1924, was LMS No 5845. Whilst on show at Wembley Exhibition that year, she was named 'Prince of Wales'. New nameplates were provided; however, not those off No 5600, the 'official' 'Prince of Wales'!!

CHIPCARTS: North British Railway's tiny 0-4-0Ts, later LNER class Y9, found around Leith Docks and sundry sidings for so many years were known, in the Falkirk area at least, as 'Chippcarts'. This arose because the odd weaving motion they generated when travelling light reminded an onlooker of those horse-drawn carts which at one time dispensed fish and chips around the town. Actually, the Y9s were a tough breed. Built between 1882 and 1899, all 35 entered Grouping in 1923 and only one fell by the wayside ere BR took over in 1948. No 68095, last to go in December 1962, was secured for preservation by the Lytham Transport Museum.

JINTIES: To handle increasing industrial and brewery work, S W Johnson designed the Midland Railway's first saddle tanks in 1883. By 1897, 18 of these diminutive 0-4-0STs had been built and, on account of their J class boilers, they were known as 'Jinties'. The nickname attached itself, certainly in post Grouping years, to MR 0-6-0Ts, and from these was evolved the standard LMSR 0-6-0T. 482 of the latter were built by the LMSR to become a popular and versatile acquisition all over its system. A handful have been preserved by various Societies throughout the country.

FRIDAY NIGHT: Affectionate nickname bestowed by GWR men on 'Star' class 4-6-0, 'Knight of the Bath'!

FOWLER'S GHOST: When London's first Underground, the Metropolitan line between Paddington and Farringdon Street, was opened in 1863, the Resident Engineer, John Fowler, hoped to solve the problem of fumes in the tunnels by using steam generated in a boiler by firebricks previously brought to white heat. To Fowler's design, and at a total cost of £4518, Robert Stephenson and Co built a remarkable, albeit very handsome, 2-4-0 tender engine. Alas, it failed to pass a  $7\frac{1}{2}$  mile test on GWR metals. Known as "Fowler's Ghost", it passed unlamented into history. By February 1865, the Metropolitan Railway was advertising it for sale, 'either entire or in parts'.

\*\*\*\*\*